DR. LALOR'S PHOSPHODYNE
For TWENTY-FIVE YEARS has maintained its world-wide reputation as the ONLY SAFE, RELIABLE PHOSPHORIC REMEDY for the Permanent Cure of Brain Wreckage, Sleeplessness, Harassing Dreams, all Functional and Diseased Conditions of the System dependent upon Deficiency of the Vital Forces.
It Cures Dyspepsia, Lung and Heart Disease.
Cures Kidney and Liver Complaints.
Checks all wasting of the Vital Forces
From whatever cause arising.
The effect of this Standard Phosphoric Remedy in Nervous Debility and its Kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is REALLY MARVELLOUS. THOUSANDS of TESTIMONIALS
MANUFACTURED ONLY AT
DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD, LONDON.
Sole Agents for China, DAKIN BROS. LD., Hongkong

Hongkong Daily Press.

ESTABLISHED 1857.

ESTABLISHED 1803.
MANDER BROTHERS.
VARNISHES: Suitable for all Climates and all purposes.
PAINTS AND COLOURS in variety and quality unsurpassed.
NON-POISONOUS
DISTEMPER COLOURS.
For Art and other Decorative Work.
WOOD STAINS. PRINTERS' INK.
Offices, 17, GRACECHURCH STREET, E.C.
Works at WOLVERHAMPTON, ENGLAND.

No. 10,223 第一萬零二百二十三號 光緒十六年九月十二日 HONGKONG, SATURDAY, OCTOBER 25TH, 1890. 禮拜六 香港英十月二十五號 PRICE $2¼ PER MONTH

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address: Press. Telephone No. 12.

NEW ADVERTISEMENTS.

WANTED.

A COOK to take charge of HOTEL KITCHEN in Japan. Address, stating terms and enclosing testimonials, D., care of *Hyogo News*, Kobe, Japan.

Hongkong, 25th October, 1890. [2300

THE CHINA-BORNEO COMPANY, LIMITED.

THE SECOND ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the HONGKONG HOTEL on SATURDAY, the 8th NOVEMBER Next at NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st November until the 8th November, both days inclusive.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th October, 1890. [2303

NOTICE.

I HEREBY beg to notify the public that I have appointed Messrs. EDWARD BENNECHE & BROTHER, 25 Great Jones Street, New York, SOLE AGENTS for the sale of my goods, such as Ginger, Cumquats, Lichees, Sweetmeats, &c, in the UNITED STATES of AMERICA.

CHY LOONG, CANTON, HONAM, 34 Old China Street.

Canton, 25th October, 1890. [2301

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of CHU SHIN CHUNG alias JAFFER, a Bankrupt.

NOTICE. CHU SHIN CHUNG alias JAFFER, of Victoria, in the Colony of Hongkong, having been adjudged Bankrupt under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy in Hongkong on the 23rd day of August, 1889, a PUBLIC SITTING for the said Bankrupt to pass his Last Examination and make application for his order of discharge will be held at the Supreme Court, Victoria aforesaid, on WEDNESDAY the 5th day of NOVEMBER, 1890, at ELEVEN O'CLOCK in the forenoon of that day precisely. CHARLES FREDERICK AUGUSTUS SANGSTER Esquire, is the Official Assignee in the Bankruptcy.

WOTTON & DEACON, Solicitors for the Bankrupt.

Hongkong, 25th October, 1890. [2302

FOR SHANGHAI.

THE Steamship

"NINGPO."

Captain R. Kohler, will be despatched for the above Port TO-DAY, the 25th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, 24th October, 1890. [2297

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FOKIEN."

Captain Roach, will be despatched for the above Ports, on TO-MORROW, the 26th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co. General Managers.

Hongkong, 24th October, 1890. [2298

FOR YOKOHAMA AND KOBE.

THE Steamship

"OCEANA."

Captain G. Petersen, will be despatched for the above Ports TO-MORROW, the 26th inst., at 10 A.M.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 25th October, 1890. [2304

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG DIRECT. Taking Cargo for TOURANE and QUINHON.

THE Company's Steamship

"HAIPHONG."

Captain Ferand, will leave for the above Port shortly after the arrival of the next English Mail steamer from Europe.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 24th October, 1890. [2299

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO, LONDON, HAVRE, AND BORDEAUX.

ON THURSDAY, the 6th November, 1890, at NOON, the Company's Steamship "CALEDONIEN," Commandant de Meubeuge, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th November, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th October, 1890. [2

THEATRE ROYAL.

GRACIE PLAISTED'S "MY SWEETHEART" COMPANY.

TO-NIGHT, (SATURDAY) 25th OCTOBER, "LA PERICOLE."

Box Plan at Messrs. KELLY & WALSH'S.

CHAS. HARDING, Manager.

Hongkong, 21st October, 1890. [2265

INTIMATIONS.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30 NEXT BIRTHDAY.

£1,000 STG. payable at death, would cost per quarter at the rate

£ 6 18 0 (a) If premiums are payable for whole of life;

or £ 9 11 6 (b) If premiums are limited to 2 years;*

or £11 4 6 (c) If premiums are limited to 15 years;*

or £13 0 0 (d) If the Sum Assured is made payable at age 50, or at death if previous.*

* Secured payments.

THE same provisions if commenced at age 40 n. b. would cost respectively (a) £8.15.0, (b) £11.5.0, (c) £13.2.4, (d) £27.0.8 per quarter.

ADAMSON, BELL & Co., Agents, STANDARD LIFE OFFICE, Hongkong.

1056—4a]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SECOND CALL.

SHAREHOLDERS are hereby notified that a SECOND CALL of ($2) Two Dollars per Share, is payable at the Hongkong and Shanghai Banking Corporation, Hongkong, on or before 1st November, 1890.

By Order of the Board of Directors,

CHAS. F. HARTON, Acting Secretary.

Hongkong, 1st October, 1890. [2146

THE IMURIS MINES, LIMITED.

THE FINAL CALL of Five Shillings per Share will be due on the FIRST of NOVEMBER, 1890, and Shareholders are requested to pay the same to the Undersigned by Bank demand draft on London in favour of ourselves, on or before that date.

ALL CALLS UNPAID on the 1st November will be liable to INTEREST at the rate of Eight per cent. per Annum.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th September, 1890. [2117

THE IMURIS MINES, LIMITED.

NOTICE.

SHAREHOLDERS are hereby informed that the CERTIFICATES, for endorsement, should accompany the Bank Draft sent in payment of the Final Call of 5/ per Share due on the 1st NOVEMBER, 1890.

JARDINE, MATHESON & Co., Agents.

Hongkong, 15th October, 1890. [2242

FLOWER AND VEGETABLE SEEDS.

SEASON 1890-1891.

BY APPOINTMENT.

A. S. WATSON & CO., LIMITED.

(ESTABLISHED A.D. 1841.)

WE have received our New Season's importations direct from the best Growers in England, France, and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON $5 TO $10 ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER $10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WATSON'S PATENT DRYING BOTTLES.

By the use of these Bottles, SEEDS, and GOODS of all kinds that are susceptible to the destroying influence of moisture, can be kept in good condition every where.

A. S. WATSON & Co., LIMITED. THE HONGKONG DISPENSARY.

Hongkong, September, 1890. [2076a

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the CHAMBER of COMMERCE ROOM, CITY HALL, on MONDAY, the 27th INST., at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Account to 31st March, 1890, and for the election of Directors and Auditors.

A. O'D. GOURDIN, Secretary.

Hongkong, 20th October, 1890. [2251

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING will take place at the CITY HALL on MONDAY, the 27th inst., at 4 P.M.

E. H. GORE-BOOTH, Clerk of the Course.

Hongkong, 14th October, 1890. [2231

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enameled Dial

WATERBURY WATCH.

Series J.—For Gentlemen, or large size.

Series L.—For Ladies or small size.

$4.75 each. Winds in less than a dozen turns; Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate,

and also

Series E.—The "Good old favourite." The best form of the original Waterbury: offered at the reduced price of $2.70 each.

Orders from Out-ports to be accompanied with remittance for cost.

THE MITSUI BUSSAN KAISHIA, Sole Agents in Japan, China, Corea, Hongkong & Macao. No. 10, Queen's Road Central.

Hongkong, 21st February, 1890. [a1875

JUST ARRIVED.

A new supply of

LEON VON BECKERATH RUDESEIM

HOCKS.

Laubenheimer	per case of	24 quarts	$ 8.00
do	„	24 pints	5.50
Graacher	„	12 quarts	5.00
do	„	24 „	9.50
do	„	24 pints	6.00
Brauneberger	„	12 quarts	6.00
do	„	24 „	11.50
do	„	24 pints	7.00
Zeltinger Auslese	„	12 quarts	7.00

Apply to

EDUARD SCHELLHASS & CO. Agents.

Hongkong, 21st October, 1890. [244

INTIMATIONS.

THE NEW YORK LIFE INSURANCE COMPANY, ESTABLISHED 1845.

TOTAL ASSETS ON 1ST JANUARY, 1890	£ 21,484,634
AMOUNT ASSURED	£101,975,714
SURPLUS BY NEW YORK STATE STANDARD	£ 3,221,041

BIRLEY, DALRYMPLE & Co., Agents, Hongkong.

Hongkong, 28th July, 1890. [a1688

LANE, CRAWFORD & CO.

AUTUMN AND WINTER HOSIERY and GENTLEMEN'S OUTFITTING GOODS.

WOOL, CASHMERE, and MERINO PANTS and UNDERSHIRTS.

WOOL, CASHMERE, and MERINO HALF HOSE.

ROWING and FOOTBALL JERSEYS and SWEATERS.

OXFORD TWILL, FRENCH PRINT, and CALCUTTA SHIRTINGS.

CARDIGAN JACKETS, and FANCY KNITTED VESTS.

TENNIS JERSEYS and SHIRTS.

DRESSING GOWNS, TRAVELLING RUGS.

SHAWL WRAPS, COLLARS, TIES, SCARVES.

HANDKERCHIEFS, BELTS.

DRESS SHIRTS, TIES, and SOCKS.

TENNIS BATS, BALLS, NETS, SHOES, &c.

LANE, CRAWFORD & Co.

Hongkong, 10th October, 1890. [a22

W. BREWER HAS JUST RECEIVED

New Stock of Artists' Oil Colours.

New Stock of Artists' Water Colours.

Smith's Mercantile Law; new edition.

Chamberlain's Things Japanese.

Laing's Problems of the Future.

Hutchison's Military Training.

Clay, Pole, Cavendish, and Walker on Whist.

Fleming's Lectures to Electrical Artisans.

Very Handsome Photo-Albums for Cabinets only.

New Dance Programmes, Menu Cards, and Name Cards.

New Tennis Racquets, Balls, and Shoes.

W. Brewer is now showing his original Hand Painted Native CHRISTMAS CARDS, which are complete novelties and very suitable to home friends.

WALTER W. BREWER, UNDER HONGKONG HOTEL.

21]

THE MARINBURK FURNITURE COMPANY, LIMITED.

LACE CURTAINS.

Received an invoice of Lace Curtains, 4½ yds. long and 60 inches wide, of the very latest patterns, from $4.50 and upwards.

BEDSTEADS.

BRASS & IRON BEDSTEADS of all Sizes with the finest woven SPRING MATTRESSES ever brought into Hongkong.

The Prices are, for the quality, much lower than any ever offered in this Colony.

On view at our Sales Rooms, COLLEGE CHAMBERS.

THE MARINBURK FURNITURE COMPANY, LIMITED.

Hongkong, 22nd September, 1890. [35

KELLY & WALSH, LIMITED.

Are now showing their first instalment of New Season's

CHRISTMAS CARDS.

Comprising:—

CHINESE RICE PICTURES of a Superior Quality with PIDGIN ENGLISH SING SONG VERSES.

GRIFFITH'S Series of LOCAL PHOTOGRAPHIC SOUVENIRS.

PRANG'S Very Handsome American Cards in Boxes.

Autograph Cards in Boxes with Envelopes to match.

Booklets in Monotint and Chromo-lithography in Quaint Shapes.

And a Choice Selection of the Newest Productions by the best English and Continental Makers.

By the next American Mail we expect to receive a further instalment of American Cards and novelties of Japanese Manufacture.

KELLY & WALSH, LD., Hongkong.

120

FOR SALE.

THE SHIPMASTERS' HANDY BOOK by G. C. ANDERSON.

At Messrs. FALCONER & Co., Messrs. LANE, CRAWFORD & Co., and Messrs. WALTER BREWER & Co.

Hongkong, 21st October, 1890. [2278

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November Next will be Adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Hongkong, 15th October, 1890. [2243

In the Matter of the Estate of the late JOHN WILLMOTT, formerly of Victoria in the Colony of Hongkong, Assistant to A. S. WATSON & Co., LIMITED, and who died at 12, Victoria Place, Eastbourne, in the County of Sussex, England, on the 18th day of October, 1889.

NOTICE is hereby given that the Honourable the ACTING CHIEF JUSTICE having in virtue of Section 3 of Ordinance 9 of 1870 made an Order limiting to the 31st October next the time for sending in Claims against the said Estate,

All Creditors are hereby required to send in their Claims to the undersigned before the said date.

T. H. TALBOT, Administrator, Hongkong Dispensary, 36, Queen's Road Central.

Hongkong, 13th August, 1890. [1658

INTIMATIONS.

DAKIN BROTHERS OF CHINA, LIMITED.

CHEMISTS.

PHOTOGRAPHIC GOODS.

UPTON DRY PLATES.

THESE plates are rich in silver and will be found to be very rapid and equal to any ordinary plate in the market. They are easily developed, give a vigorous image, and can be thoroughly relied on to work in a hot climate without any difficulty.

Prices:—

¼ plate ..... 35 cents

½ plate ..... 80 cents

Whole plate ..... $1.40 cents

TELEPHONE No. 60.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. [a24

MARINE HOTEL HONGKONG.

The Undersigned begs to notify the Public of Hongkong and the Coast Ports, that the MARINE HOTEL is now OPEN.

THIS FIRST-CLASS HOTEL Is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels. The BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons; The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE is supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH AND AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only are supplied.

JAS. EDWARDS, Proprietor.

Hongkong, 2nd August, 1890. [695

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathroom and Verandah to each.

The TABLE D'HOTE is unexcelled.

The Hotel Launch runs regularly to and from Pedder's Wharf and the Hotel FREE OF CHARGE; for time table see Bills.

Hongkong, 24th July, 1890. [1668

THE BOA VISTA. BISHOP'S BAY, MACAO.

THIS HOUSE situated on the Coast in one of the best and healthiest parts of Macao and commanding an admirable View facing the South, was opened as an Hotel on the 1st July.

Every comfort will be provided for Visitors with excellent Cuisine and choice Wines.

Hot, cold, shower and sea water Baths. Large and well ventilated Dining, Billiard, and Reading Room and well supplied Bar.

A small dairy is attached to the premises.

Mrs. MARIA B. DOS REMEDIOS, Proprietress.

1530]

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has vacancies for Gentlemen Resident Boarders at Kowloon.

Hongkong, 10th January, 1890. [a161

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of Eight Shillings (8/) per Share, will be paid on the 25th instant, upon the Company's 218 paid up Shares.

The TRANSFER BOOKS will be CLOSED from the 17th to the 25th instant (inclusive).

Hongkong, 15th October, 1890. [2238

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $2 per Share has this day been declared, being further Interest on Capital to 31st December, 1889, at the rate of 4 per cent. per Annum (making the total Interest on Capital for 1889 14 per cent.)

WARRANTS may be had on application at the above Office on and after WEDNESDAY, the 15th instant.

JARDINE, MATHESON & Co., General Agents. CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 15th October, 1890. [2241

A. S. WATSON & CO., LIMITED.

AN INTERIM DIVIDEND on account of 1890 at the Rate of SEVENTY CENTS per TEN DOLLAR SHARE (or 7 per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank on and after the 5th Proximo, on Warrants to be obtained of the Undersigned.

The REGISTER of SHARES will be CLOSED from Saturday the 1st Proximo till Saturday the 8th Proximo both days inclusive, during which period no Transfer of Shares can be Registered.

By Order

T. H. TALBOT, Secretary.

Hongkong, 23rd October, 1890. [2291

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE.

SECOND CALL OF $15 PER SHARE DUE JULY 17TH 1890.

NOTICE is hereby given that unless the above be paid, together with Interest at the Rate of 12 per cent. per Annum from the said due date, to the Hongkong and Shanghai Banking Corporation; the said Shares will be dealt with in accordance with the Articles of Association of the Company.

By Order of the Board of Directors,

J. WHEELEY, Secretary.

Hongkong, 24th October, 1890. [2236

... LUN.

No. 9, WYNDHAM STREET.

CHINESE PORCELAIN WARE CURIOS, &c., CHINESE EMBROIDERIES, EMBROIDERED MANDARIN CLOTHING, &c.

Hongkong, 1st October, 1890. [2150

KEATING'S BONBONS OR WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly soft and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1972

INTIMATIONS.

BY APPOINTMENT.

A. S. WATSON & Co., LIMITED.

(ESTABLISHED A.D. 1841.)

THE HONGKONG DISPENSARY, HONGKONG.

WHOLESALE & RETAIL DRUGGISTS. ANALYTICAL, FAMILY, DISPENSING, and GENERAL CHEMISTS.

PERFUMERS.

PATENT MEDICINE PROPRIETORS.

SEEDSMEN.

WINE AND SPIRIT MERCHANTS, CIGAR IMPORTERS, &c., &c.

MANUFACTURERS OF AERATED WATERS BY STEAM MACHINERY.

PHOTOGRAPHIC DRY PLATES.

Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals, at Moderate Prices.

We beg to state that we import Drugs, Chemicals, and Goods of every kind of the best description only—no other quality is kept in stock.

Our long experience and intimate acquaintance with the Trade, and the best sources of supply, enable us to purchase direct from the Producers on the very best terms, and thus give us an advantage which enables us to offer our constituents the benefit of a considerable reduction in the price of all our Specialities as compared with similar articles sold elsewhere.

☞ *We wish it to be clearly understood that our prices cannot be beaten by any other firm in the Colony; and we trust it will soon become generally known that, quality for quality, our charges all round compare favourably with local rates, and in most instances with those ruling at home.*

Experienced qualified English Assistants ONLY *are employed in the preparation and dispensing of Medicines.*

GOODS FOR COAST PORTS.

Whenever practicable, are despatched by first steamer leaving after receipt of order. Most articles can now be sent by the local Parcel Post. All retail orders of the value of five dollars and upwards are sent freight or postage paid.

Orders through Local Post or by Telegram receive prompt attention.

A. S. WATSON & Co., LD. THE HONGKONG DISPENSARY, HONGKONG.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI, 24, Nankin Road.

BOTICA INGLEZA, MANILA, Escolta, 14.

THE CANTON DISPENSARY, CANTON, Canal Road.

THE DISPENSARY, FOOCHOW.

THE DISPENSARY, HANKOW.

THE DISPENSARY, TIENTSIN.

LONDON OFFICE, 106, Fenchurch Street, E.C.

Hongkong, 14th April, 1890. [a2236

CALDBECK, MACGREGOR & Co. ESTABLISHED 1864.

WINE AND SPIRIT MERCHANTS, ALE AND STOUT MERCHANTS,

HONGKONG, 13, Queen's Road.

SHANGHAI, 7, Foochow Road.

LONDON, 101, Leadenhall Street. [a1298

CUTLER, PALMER & Co., OF LONDON, BORDEAUX, and INDIA, regularly consign to us for sale on their account certain of their WINES and SPIRITS, and we are prepared to take orders for every item in their List, which we subjoin.

CUTLER, PALMER & Co's COGNAC, 4 STARS, $13.50 per 1 dozen quarts.

COGNAC, 3 STARS, $12.50 per 1 dozen quarts.

COGNAC, 2 STARS, $10.25 per 1 dozen quarts.

CUTLER, PALMER & Co's WHISKY, "PALL MALL," 11 years old, $12 per 1 dozen quarts.

City Analyst's Laboratory, 38, Bath Street, Glasgow, 20th December, 1889.

I have made a careful analysis of an average sample of Messrs. CUTLER, PALMER & Co's. so called "Pall Mall" WHISKY, taken by myself from the Bonded Store in Glasgow, and I am of opinion that it is Pure, of fine character, and is well matured.

JOHN CLARK, PHD., F.C.S., F.I.C. Public Analyst for the City of Glasgow and the Counties of Lanark, Renfrew, Sutherland, &c.

HEART BOTTLE, $8.75 per 1 dozen quarts.

CUTLER, PALMER & Co's INVALIDS' PORT, Analysed and Certificated by Professor Cassall. Each bottle bears his certificate of Purity. The Wine is as designated.

$12 per 1 dozen quarts.

CUTLER, PALMER & Co's SHERRIES.

AMOROSO, $12 per 1 dozen quarts.

LA TORRE, $10 per 1 dozen quarts.

Edinburgh, 11th June, 1888.

Messrs. CUTLER, PALMER & Co.

"I have made a careful and exhaustive Analysis of a sample of Sherry of the mark 'LA TORRE.' The results show this Sherry to be a natural Wine of great purity, free from added alcohol or other addition.

"The 'LA TORRE' Sherry is well adapted for general use, and is a tonic which may be safely employed by those suffering from a weak digestion."

STEVENSON MACADAM, F.R.S.E., F.C.S., F.I.C.

WHITE SEAL, $12 per 1 dozen quarts.

CUTLER, PALMER & Co.'s CLARETS—

MOUTON, $16.50 per 1 dozen quarts.

LAROSE, $9.75 per 1 dozen quarts.

MARGAUX-MEDOC, $5.50 per 1 dozen quarts.

LIQUEUR, BENEDICTINE, D.O.M., $22 per 1 dozen quarts.

SIEMSSEN & Co., HONGKONG.

1140]

NOTICE.

FROM the First November the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD in Bladders, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c.

Also

BEEF, in Joints and Corned, BLACK PUDDINGS, PORK and GAME PIES.

S. R. GALE.

Shanghai, 10th October, 1890. [2253

BANKS AND FINANCE CO.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

THOS. JACKSON, Chief Manager.

Hongkong, 18th May, 1890. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$8,168,062.50
RESERVE FUND	$5,482,127.20
RESERVE LIABILITY OF PROPRIETORS	$8,168,062.50

COURT OF DIRECTORS:—

H. L. DALRYMPLE, Esq.—Chairman.

J. S. MOSES, Esq.—Deputy Chairman.

T. E. Davies, Esq.	A. McConachie, Esq.
W. H. Forbes, Esq.	S. C. Michaelsen, Esq.
H. Hoppius, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	D. R. Sassoon, Esq.

CHIEF MANAGER.

Hongkong—THOS. JACKSON, Esq.

MANAGER.

Shanghai—JOHN WALTER, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per Cent. per Annum.

For 6 months 4 per Cent. per Annum.

For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

THOS. JACKSON, Chief Manager.

Hongkong, 11th September, 1890. [10

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL	$5,000,000
PAID UP CAPITAL	2,500,000
RESERVE FUND	1,250,000

BOARD OF DIRECTORS:

Hon. J. J. KESWICK, Chairman } Managing

C. P. CHATER, Vice-Chairman } Directors.

LEE SING, Esq.

St. C. MICHAELSEN, Esq.

J. S. MOSES, Esq.

G. E. NOBLE, Esq.

POON PONG, Esq.

D. R. SASSOON, Esq.

BANKERS:

THE HONGKONG & SHANGHAI BANKING CORPORATION.

Money advanced on Mortgage on Land or Buildings.

Properties purchased and sold.

Estates managed and all kinds of Agency and Commission business relating to Land, &c., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1889. [13

THE TRUST & LOAN COMPANY OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

CAPITAL SUBSCRIBED	£1,000,000
RESERVE FUND	£40,000

BOARD OF DIRECTORS:

WM. KESWICK (Messrs. Jardine, Matheson & Co.) Chairman.

ADOLF VON ANDRE (Messrs. André, Mendel & Co.)

EGBERT IVESON (Messrs. Iveson & Co.)

DAVID MCLEAN (Hongkong & Shanghai Banking Corporation).

S. WYLLYS POMEROY (Messrs. Russell & Co.)

F. D. SASSOON (late Messrs. David Sassoon Sons & Co.)

H. D. STEWART (Messrs. Stewart, Thomson & Co.)

HONGKONG COMMITTEE:

W. H. FORBES (Messrs. Russell & Co.) Chairman.

Hon. J. J. KESWICK (Messrs. Jardine, Matheson & Co.)

Hon. C. P. CHATER.

This Company is now prepared to make Loans or advances upon all kinds of Goods and upon approved Securities; and to transact the business provided for in the Memorandum of Association.

For information, terms of business, &c., apply to

DE WESTLEY LAYTON, Secretary.

5, Victoria Buildings, Queen's Road.

Hongkong, 3rd May, 1890. [1074

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000
PAID UP	£ 580,000

LONDON:

Head Office........40, THREADNEEDLE STREET.

West End Office, 25, COCKSPUR STREET.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—

Fixed for 12 months, 5 per Cent. per Annum.

Fixed for 6 months, 4 per Cent. per Annum.

Fixed for 3 months, 3 per Cent. per Annum.

On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

E. W. RUTTER, Manager.

Hongkong, 12th March, 1887. [12

CUTLER, PALMER & Co.

WINE & SPIRIT MERCHANTS, London and Bordeaux, are represented in Hongkong, China, and Japan by Messrs. JARDINE, MATHESON & Co. [231

SHIPPING.

ARRIVALS.

October 24, GENERAL WERDER, German str., 1,820, M. Eichel, Yokohama 15th October, General.—MELCHERS & Co.

October 24, CANTON, British str., 1,110, Hogg, Whampoa 24th October, General.—JARDINE, MATHESON & Co.

October 24, DORSET, British str., 1,716 Daniels, Kutchinotzu 19th October, Coal.—MITSUI BUSSAN KAISHA.

October 24, NINGPO, German str., 762, Kohler, Whampoa 24th October, General.—SIEMSSEN & Co.

October 24, CAROLINE, British corvette, Commander W. R. Clutterbuck, Nagasaki 19th October.

October 24, ALICE MARY, British bark, 361, S. Sampson, Albany (W.A.) 12th August, Sandalwood.—GILMAN & Co.

October 24, MARIE, German steamer, 704, Bundewadt, Haiphong 18th October, Pakhoi 20th, and Hoihow 22nd, General.—A. R. MARTY.

October 24, FOKIEN, British str., 509, Lewis, Tamsui 20th October, Amoy 21st, and Swatow 23rd, General.—DOUGLAS LAPRAIK & Co.

October 24, PRESTO, German steamer, 655, J. Jessen, Pakhoi, and Hoihow 22nd October, General.—SIEMSSEN & Co.

October 24, ZRINYI, Austrian corvette, Khittel, Foochow 20th October.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

24TH OCTOBER.

Diamante, British str., for Amoy.

Ningpo, German str., for Shanghai.

DEPARTURES.

October 24, NAMOA, British str., for Swatow.

October 24, ALWINE, German str., for Hoihow.

October 24, REDPOLE, British g-bt., for a cruise.

October 24, CHINA, German str., for Saigon.

PASSENGERS.

ARRIVED.

Per *Marie*, str., from Haiphong, &c.—Mr. Scott.

Per *General Werder*, str., from Yokohama.—Capt. Petersen and family, Messrs. T. Kirkwood, R. A. Bond, Muller, Richter, Yamanow, and Colonel D. von Engel.

Per *Fokien*, str., from Tamsui, &c.—Capt. and Mrs. Schnider, and 120 Chinese.

REPORTS.

The British steamer *Dorset*, from Kutchinotzu 19th October, had strong N.W. winds with heavy sea to the Lima; thence to Turnabout, which was passed on the 22nd, strong N.N.E. winds increasing to a gale at times, heavy sea running. From Turnabout to arrival strong N.E. winds.

The British steamer *Fokien*, from Tamsui 20th October, Amoy 21st, and Swatow 23rd, from Tamsui to Amoy experienced strong N.E. winds, overcast weather, and high confused sea to Dodd Island; from thence moderate wind and fine weather throughout to Amoy. From Amoy experienced moderate N.E. winds and fine weather throughout to Swatow. From Swatow experienced fresh E.N.E. winds with moderate sea throughout to port.

The British bark *Alice Mary*, from Albany (W.A.) 12th August, had fine weather and good passage to the Paracel reef in China Sea. Passed Banjowangsi on August 30th, had fine weather and fresh S.W. monsoon till September 10th, when the ship was abreast of the Paracel reef, since which time nothing but strong N.E. gales has been encountered. Encountered a fierce gale from N.E. lasting from Sept. 20th to Oct. 7th, passed the Pratas on 22nd Oct., and hove to for daylight at 10 p.m., 23rd Oct.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Tritos.

KOWLOON DOCKS.—Heungshan, Mount Hebron, Cheang Hock Kian, Cheang Hye Teng, Taicheong, Riverdale, Phra Chom Klao.

COSMOPOLITAN DOCK.—Cheangchew, Nanshan.

VISITORS AT HOTELS.

HONGKONG HOTEL.—Mr. E. E. Abrahamson, Mr. and Mrs. Andrews, Messrs. A. Becker, Ch. Capelle, Col. Chauncy, Mr. and Mrs. C. C. Cohen, Col. Craster, Mr. and Mrs. Donohue, Master B. Falconer, Miss L. D. Falconer, Miss L. Falconer, Mr. and Mrs. W. H. Falconer, Mr. and Mrs. H. Frandin, Messrs. Edwin French, G. R. Galsworthy, W. H. Gaskell, Miss Gaskell, Mr. E. Gilbert, Major and Mrs. Graham, Mr. C. Harding, Mrs. Heathcote, Mr. Kurt Heross, Mr. and Mrs. Ph. Lieder and child, Messrs. Robt. Lyall, Marquet, Morin, L. J. Mowrey, J. Francis Molyneux, John Mitchell, Mrs. Phillips, Miss Gracie Plaisted, Messrs. G. J. Phillippo, A. M. Quill, H. S. Roberts, Mr. and Mrs. Willcoxon and Miss Willcoxon.

VICTORIA HOTEL.—Messrs. J. G. Bryning, P. C. Bryning, St. Croix, Miss G. Dean, Mr. and Mrs. R. Ehrsam and family, Messrs. J. C. Fernandes, Terrin Frederic, Capt. Getley, Messrs. Hajee Hamed, Harthy, Z. Horikoshi, Kofod, L. Lestrange, Miss Laurence, Mr. and Mrs. Auguste Molinier, Misses Molinier, Mr. and Mrs. D. Percebois, Mr. and Mrs. Petersen, Mr. and Mrs. C. Rasmussen, Mr. and Mrs. Romero and family, Messrs. Smith, G. Summers, Miss Tamras, Messrs. A. M. Thomson, James, D. Watson, J. Webbs, C. J. Williams, Willoughby, Wulber.

TO-DAY.

Cricket Match.

"La Pericole," Theatre Royal.

PASSENGERS BOOKED FOR HONGKONG.

Per P. & O. steamer *Nepaul*, from London, September 18th (coming on in the *Clyde*).—Miss Gregory, Mr. D. Fergusson, Lieut. F. F. W. Ingram, Miss E. Bundock, Mr. H. S. Burn.

Per P. & O. steamer *Parramatta*, from London, September 19th (coming on in the *Clyde*).—Mr. H. Robertson, Mr. Osborn, Mr. E. F. Bennett.

Per P. & O. steamer *Shannon*, from London, October 2nd.—Miss Hutton Potts, Rev. W. Thow, Miss O. Murray, Miss Richardson, Dr. and Mrs. Blackburn.

Per P. and O. steamer *Oceana*, from London, October 3rd.—Mr. J. Noble, Mr. Robertson, Mr. D. Wallace, Mr. Patterson.

Per Messageries Maritimes steamer *Melbourne*, from Marseilles, October 5th.—Mr. and Mrs. Mansfield and child.

Per Messageries Maritimes steamer *Djemnah*, from Marseilles, October 19th.—Capt. Blackburn.

GRIFFITH'S PHOTOGRAPHIC ROOMS are suitably lighted to produce all Styles of protraiture.

CABINETS from $6 a doz.

CARTES DE VISITE from $3 a doz.

LIFE SIZE BUSTS IVORY MINIATURES, &c., &c.

HONGKONG JUBILEE VIEWS—A series of Large and Magnificent Photographs just completed and on View at the Studio.

1, ICE HOUSE ROAD.

Hongkong, 25th September, 1890. [827

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, Qts. $20 & Pts. $21.

DUBOS FRERES & DE GERNON & Co.'s BORDEAUX CLARETS, AND WHITE WINES.

CHAU. LEOVILLE, at $23 per ...

CHAU. MARGAUX, at $28 ...

BAXTER'S "BARLE..."

(Celebrated 7 years' Old ...)

at $8.25 per Case of ...

GIBB, LIVI...

Hongkong, 10th November, ...

INTIMATIONS.

DINNEFORD'S FLUID MAGNESIA.

DINNEFORD'S FLUID MAGNESIA. The best Remedy for Acidity of the Stomach

DINNEFORD'S FLUID MAGNESIA. For Heartburn and Headache. For Gout and Indigestion.

DINNEFORD'S FLUID MAGNESIA. The best Mild Aperient for Delicate Constitutions, Ladies, Children, and Infants, and for regular use in Warm Climates. DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the World.
N.B.—Ask for DINNEFORD'S MAGNESIA.
Agents—A. S. Watson & Co., Hongkong. [378

HONGKONG TRADING CO. LD.
(Late THE HALL & HOLTZ C. Co., LTD.).

GENTLEMEN'S GLOVES
In all Sizes.
Also
A Full Assortment of
OUTFITTING GOODS
for
AUTUMN AND WINTER WEAR.
HONGKONG TRADING Co., LD.
Hongkong, 21st October, 1890. [23

BY APPOINTMENT.
A. S. WATSON & COMPANY, LIMITED.
ESTABLISHED A.D. 1841.
MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted *with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.*

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—
PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.
A. S. WATSON & Co., LIMITED, Hongkong, China, and Manila. [2—19

NOTICES TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12.

The Daily Press.

HONGKONG, OCTOBER 25TH, 1890.

THE announcement that the Chinese Imperial Maritime Customs are at last about to take steps to light the Hainan Straits must be a satisfactory one to all those interested in the navigation of that difficult and dangerous channel. That it was intended to bring this part of the Chinese coast into the list of those portions properly buoyed and lighted we knew, for in the official List of Chinese Lights the Pakhoi and Kiungchow Customs districts are specially defined; but the work has been rather long deferred, probably on the ground that more important districts had first to be attended to. Yet the traffic through the Hainan Straits is not inconsiderable, and it is rapidly growing. The trade with Hoihow, Pakhoi, and the ports of Tonkin and Annam passes through them, and when the coal mines of Tonkin have been fairly opened the trade will assume large proportions. Considering the number of mishaps and disasters that have occurred quite recently, even with the comparatively limited amount of tonnage now engaged in trade through the Straits, the work of lighting them has not been undertaken a day too soon. At present there are no lights on Hainan Head or on Cape Cami. Fogs are frequent at certain periods in this locality, and a vessel entering the Straits may, if the master has not made the passage before, quickly find herself among the long line of breakers on the great sandbank outside. There are two channels, but it is dangerous to attempt to make either in thick weather or without a light. Vessels not infrequently have to anchor outside for hours and sometimes to steam south all night because there is no light. Only last spring the British steamer *Soochow* ran on a sandbank near Hoihow, where she will remain until she breaks up, and about a month later the Messageries Maritimes steamer *Arethuse* went ashore and had a narrow escape of being wrecked. But for the care and local experience of the shipmasters engaged in the traffic other disasters might have been chronicled, but a year seldom passes without some vessel being lost or beached in these [illegible]aters. The dangers of navigation in the [illegible] Straits will be greatly reduced if, as [illegible]formed is to be the case, a light of [illegible]der is placed near Cape Cami. [illegible], the Coast Inspector, and [illegible]ERSON, Engineer-in-Chief, [illegible] select the most suitable site for the projected lighthouse, and there can be no doubt these experienced and capable officials will hit on the right spot. We can only hope that when the site has once been selected, the work of construction will be pushed forward with all possible expedition.

Messrs. BISBEE and HENDERSON have also been commissioned, we believe, to inspect the island of Waglan, outside Cape D'Aguilar, and ascertain its suitability as a site for a light to show the entrance to Hongkong waters, and presumably also to light ships bound from the north for Canton. There is no doubt that a light on Waglan would be visible at a much greater distance than Cape D'Aguilar by vessels from the north, and that they would be enabled by it to make the Tathong Channel whereas on a dark night they now have to lie outside. It is of course very good of the Chinese Government to propose to provide such a light, but while duly thankful for the attention, we think that it should be erected and maintained by the Colony. Geographically we believe that Waglan equally with Soonkong and Beaufort Island are dependencies of Hongkong, and in any case there ought to be no difficulty, if they are claimed by China, in negotiating for their cession either for a small pecuniary consideration or without such consideration, as they are mere rocky islets of no value to anyone. If the Hongkong Government undertook to erect the lighthouse and maintain the light on Waglan surely it would pay the Chinese Government to furnish the rock as its contribution to the work. There could be no suspicion of earth hunger in this modest demand. It would be made merely because the Colony wishes to do its duty and retain control over the lights in its own waters. The lighthouse on Gap Rock, which is not in Hongkong waters but which will light the southern approach, is being constructed by and at the expense of the Colony, and there is certainly more reason why a lighthouse within five miles of its shores should be under its control. Circumstances might well arise that would necessitate its seizure, and this might give rise to unpleasantness. It would assuredly be better to avoid all trouble or dispute by China resigning to Hongkong the sovereignty over Waglan, on condition that a light was maintained there by the Colony.

The U.S.S. *Omaha* arrived at Chemulpo on the 12th instant.

It is stated that Mr. Matsuda, Japanese Consul to Hankow, has been recalled.

The P. M. steamer *China* left San Francisco for Yokohama and Hongkong *via* Honolulu on the 6th inst.

The Canadian Pacific steamer *Batavia* left Vancouver on the 10th inst. for Yokohama and Hongkong.

The Austro-Hungarian corvette *Zrinyi*, Captain Wladimir Khittel, arrived here yesterday from the North homeward bound.

The Japanese men-of-war *Kongo* and *Hiyei*, with the survivors of the *Ertogrul* on board, leave here to-day for Constantinople.

At the Magistracy yesterday, before the Hon. H. E. Wodehouse, the charge of perjury against Tsang A On was again remanded to the 28th instant.

The Chinese population in Yokohama is, according to the *Japan Gazette*, rapidly increasing, a gain in numbers of about 700 having taken place since June.

It is stated that arrangements are being made in Yokohama to form a company to take over the *Japan Daily Herald*, which is at present under a single proprietary.

The Agents (Messrs. Butterfield & Swire) inform us that the O. S. S. Co.'s steamer *Myrmidon*, from Liverpool, left Singapore yesterday morning and is due here on the 31st inst.

At the adjourned inquest held yesterday on the body of Ko Sing-pan, a patient of the Tung Wah Hospital, who was found hanging to a tree in the hospital garden, the Hon. H. E. Wodehouse returned a verdict that death was caused by the deceased wilfully hanging himself.

To-morrow morning, between 9 and 10.30 o'clock, the steam launch *Dayspring*, carrying the Bethel flag, will call alongside any vessel hoisting code pennant C., to convey men ashore to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

We hear the Committee of the Chamber of Commerce has decided that it cannot recommend legislation for the suppression of Sunday labour in the harbour. As will be seen from the letter in another column the formal reply has not yet reached the Mercantile Marine Officers' Association.

The *Japan Gazette* understands that on the 10th instant—the occasion being the funeral of the Queen Dowager—at the request of the American Minister to Korea, Commander Johnson of the *Monocacy*, went up to Seoul from Chemulpo and occupied the Legation with fifty men. Up to the 12th instant all was quiet.

Another large undertaking, we learn from the *Japan Gazette*, is contemplated by the Tokyo City Improvement Committee, viz. the relaying of the City drainage at an estimated cost of $8,500,000. The matter is said to have been discussed by the Committee for six hours at a recent meeting and a resolution finally come to that further investigations be made before deciding on the matter.

H.M.S. *Firebrand* (Commander Denison), which left Swatow some fourteen days ago for Nagasaki, has not yet been heard of at that port. No apprehension is felt as to her safety, it being considered probable that the delay in her arrival North is owing to her having run short of coal. H.M.S. *Redpole* left here yesterday morning and H.M.S. *Rattler* later in the day to look for and assist her if necessary.

An important item of commercial news, says the *Hyogo News*, comes from America. This is that the provision in the McKinley Tariff Bill allowing the free importation of straw braid has been allowed to stand. There is a similar provision in the Bill regarding straw matting, but whether this has been allowed to pass or not is not yet known. Both from China and Japan a large export to the United States is done in both these articles.

The *Amoy Times* of the 18th inst. says:—Sir Robert Hart, Inspector General of the Imperial Maritime Customs, is expected at Canton towards the latter end of this month. A correspondent informs us that they are having quite a busy time of it both at Canton and Whampoa, in getting everything in apple pie order, the Customs premises swept and garnished, and so forth. It is not known yet whether Sir Robert will honour Amoy with a visit.

A Japanese named Hatakeyama Sadakichi is credited by the *Akita Nichi Nichi* with having discovered a process for the manufacture of cotton from straw. It is claimed that by this process 5 *kwamme* of cotton can be produced from 10 *kwamme* of straw, equal in quality to ordinary cotton. The gentleman is said to have taken the necessary steps for patenting the process, his intention being to manufacture cotton on a large scale.

The Cricket match Club *v.* Garrison will be continued at 11 a.m. to-day. Tiffin on the ground. By kind permission of Colonel Chater and Officers the Band of A. & S. Highlanders will play the following programme during the afternoon:—

March	"Nannie, wilt thou gang wi' me"	...	Wakelen.
Valse	"Viennese"	...	Czibulka.
Selection	"Iolanthe"	...	Sullivan.
The Pilgrims	"Song of Hope"	...	Batiste.
Galop	"Polite chaisker"	...	[illegible]

H.M.S. *Caroline* arrived here yesterday from Nagasaki.

Further evidence was taken yesterday, at the Police Court, before the Hon. H. E. Wodehouse, in the case of burglary and murder in Chinese territory alleged to have been committed by Su Fi Wing, who was arrested by Inspector Quincey on the 6th inst. Mr. Hastings, of Messrs. Wotton and Deacon's, appeared on behalf of the Chinese Government, who have applied for the prisoner's rendition, and Mr. Caldwell defended. His Worship remanded the case on the application of the solicitor for the defence.

By the mail of the 23rd instant further advices from Amsterdam concerning the sales of Borneo Tobacco, the products of various estates in Borneo, situated in Dutch Borneo, Marudu Bay, Labuk River, Darvel Bay, and the Kinabatangan River, were received. The reports are to the effect that the leaf from Darvel Bay and the East Borneo Planting Companies estates on the Kinabatangan River found most favour and were well paid for, other lots finding buyers at inferior rates only. One well known firm of brokers writes, "We were very satisfied with the good out-turn of the Melapi Estate. Burn good."

The *Hyogo News* reproduces a paragraph from the *Asahi Shimbun* to the effect that news has been received from Korea stating that a couple of Chinese ironclads foundered during a great storm off the coast in the early part of the month. From the 5th to the 9th very bad weather was experienced at Fusan, and the combined Chinese Northern and Southern cruising squadrons, comprising twelve vessels, put in for shelter. Two of these received orders to leave for Jinsen; they were overtaken by a great storm and foundered with all hands about sixty miles from their destination. On the news reaching Fusan nine of the ships were at once sent out in the hope of succouring any survivors there might be.—Had there been any truth in this report no doubt news of the event would have been received direct ere now.

It will doubtless be remembered, says the *Nagasaki Express*, by most of our readers that a very deplorable accident occurred on board the "Shire" line steamer *Carmarthenshire*, in Kuchinotsu harbour, on the 4th ult., when owing to the omission of a crossbar, in putting on one of the hatch covers, the cover in question gave way, and precipitated the 3rd officer and five native coolies down the hold. From the effects of the fall the officer died the same night, and although the others were very seriously injured in various ways we hear they are all recovering. The matter was at once reported to the managing owner in London, Mr. Jenkins, who through the local agents, Messrs. Holme, Ringer & Co., paid over to the Kencho authorities the handsome sum of $1,000 to be divided amongst the five unfortunate men, in proportion to the extent of their respective injuries.

The "Shire" line steamer *Cardiganshire*, Captain Dowling, had a very bad time from Hongkong to Nagasaki on her last trip, meeting with a typhoon between Foochow and Nagasaki. She left Hongkong on the 24th ult. and had to put into Foochow four days later, for coal, having met with winds of hurricane force. She left there again on the 1st inst., the weather still stormy, but moderating. On the 2nd, however, she got into a typhoon during which her steam steering gear was carried away and she fell off into the trough of the sea, where she lay for two days. The seas were simply mountainous. In trying to manœuvre, her two fore-staysails, main-staysail, fore-trysail and lower fore-topsail were blown clean away as soon as hoisted. Nagasaki was eventually reached on the 8th inst., after a passage from Foochow of eight days, the vessel being steered with the hand steering gear.—*Hyogo News.*

The following remarks, signed by Mr. E. H. Gore-Booth, Clerk of the Course, are appended to the statement of accounts issued to the members of the Hongkong Jockey Club:—"In submitting the account for the past year the Stewards are pleased to be able to show that the extraordinary expenditure caused by the floods has been already wiped out, and that a fair amount has been added to the account. The course is in fair condition though badly cut up in places by roads formed while filling the ponds, these now being reduced to two which will be kept in proper order by the contractor. With regard to the erection of a new grand stand the matter is still in abeyance, owing to Government's proposal to extend and change direction of Race Course, plans for which have not yet been decided on finally. If this new scheme is carried out, the grand stand enclosure will receive a very necessary and welcome enlargement."

In the British Consular Court at Kobe a Chinaman brought an action against Mr. Albert Drewell for $40.62 for Manila lottery tickets supplied. The defendant stated the bill had been paid through the compradore and the receipt was returned to him with other vouchers. In evidence it transpired that the shroff had absconded. Mr. Longford, in dismissing the claim, said that he fully believed defendant had paid the money, but he also believed plaintiff had not received it. He could not help that, however. Plaintiff had better remember, too, that when he sold a lottery ticket to an Englishman he should get the money at the time. If he did not do so it was no good to come to that Court afterwards and ask for it; the Court could do nothing for him. Unless the Englishman chose to pay him the money he could get it no other way. Mr. Drewell, however, did not dispute the claim on that account. The Court believed Mr. Drewell had paid the money, and the Court likewise believed it had not reached the plaintiff.

With regard to the question of interference in Chinese waters with British owned private yachts by the Imperial Maritime Customs, recently brought to issue by the action of Mr. May, Private Secretary to His Excellency the Governor, in objecting to report himself to the Customs Station at Capsuimoon when going through the pass there, we learn that in answer to a letter addressed him by Mr. May, the Consul at Canton states that he is not aware of any regulation in existence requiring a private yacht to report itself to the Customs or to obtain any permit before entering Chinese waters. With reference to this matter the action of Mr. May seems to have been misunderstood or misconstrued. *Mr. May did not object*, as he could not well do, to the Customs officer boarding his launch, and it was he himself who suggested to the officer that the launch, if thought necessary, should be searched for opium in the usual manner, but, this being declined, he did object to being taken back to Capsuimoon by the Revenue cruiser, that is, practically under arrest, and being detained there for an indefinite time. Mr. May's contention is in the first place that it is not necessary, as stated by the captain of the cruiser, for a British privately owned yacht to obtain a permit to anchor in Chinese waters, and secondly, if such really be the case, that it is undoubtedly the duty of the Customs to make these regulations public. We understand that the question, being of such wide importance, will now be referred to Peking.

On the subject of gold mining concessions in Siam, the British Consul-General at Bangkok in his last report says that such concessions have recently been obtained, one by an Englishman and two by a Chinese, British subject, of gold-producing areas in the Raman provinces of the Malay Peninsula, and another by an Englishman for the search for gold in the province of Kabin, near the town of that name lying some 90 miles east of Bangkok, on the route from Bangkok to Battambang. Another on the list of concessionaires is a Frenchman, whose concession, also for gold, lies adjacent to the one last mentioned, but further eastward, and is called the Wattana concession. The royalties to be exacted are identical in each case—viz., 5 per cent. on the gross product of gold and 15 per cent. upon the gross product of other metals obtained. On the former Chinese working the royalty levied was 10 per cent. of the metal extracted. The work of mining is in nearly every instance to be commenced within two years from the date on which the concession was signed, and, generally speaking, the rules laid down for observance by the concessionaires are similar to those imposed by the Singapore Government in the case of mining leases in the Malay Protected States. "It remains an interesting question of the future what is to be the outcome of Siamese liberality to the subjects of the Treaty Powers. At present the success or otherwise of the mining ventures is rather problematical; but hitherto, with only native capital and enterprise to foster it, the mining industry of Siam has not had a fair chance to show of what developments it may be made capable when aided and stimulated by European machinery and capital."

The *Nichi Nichi* publishes a telegram from Kobe to this effect:—"At a meeting (native) held in the Kobe Chamber of Commerce it was proposed that foreigners should be entertained as usual on the Emperor's birthday. In view of the recent attitude of foreigners as to Treaty Revision, an amendment that the birthday should be celebrated but that invitations should not be extended to foreigners was proposed, seconded, and carried." The *Nippon* states that Mr. Nakamigawa, the President of the Sanyo Railway Co., was the proposer of the amendment.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 22nd October.

MOVEMENT TO CHECKMATE STRIKERS.

The Shipping Federation threaten to lay up all their vessels in the United Kingdom until the situation resulting from strikes becomes improved.

"LA SONNAMBULA" AT THE THEATRE ROYAL.

Miss Gracie Plaisted's Company produced Bellini's well known opera "La Sonnambula" at the Theatre Royal on Thursday evening. The fact that the piece was so different in character from anything that the Company has yet attempted here and also that it gave, at any rate to the leading artistes of the company, an opportunity of showing what they really can do, caused an unwonted interest in the performance and the house was one of the largest that has been seen in Hongkong for some time. Happily expectations in this instance were completely fulfilled, and the production as a whole, especially so far as the principal characters were concerned, ranks as one of the best things the Company has attempted. Miss Plaisted's performance of *Amina* undoubtedly justified her claims to be classed as an operatic artiste of high talent. Vocally and dramatically she was an unqualified success. Her well-trained voice had full scope and in *the* scene in the opera, in the second act, her rendition of the part was worthy of the highest praise. At the conclusion of this trying but admirably acted scene the curtain had to be raised twice in response to the unanimous and hearty applause that the acting of this talented actress evoked. Miss Deane essayed, with a fair amount of success, to fill the part of *Dame Theresa*, and although her voice was unequal to the requirements of a hall of the size of the Theatre Royal, her singing was at all times thoroughly accurate as regards tune and time. Miss Tamras played fairly well the part of *Lisa*, although a good deal more might have been made of it. However, as Miss Tamras is only just recovering from a rather serious attack of fever, there is every excuse for her. As *Count Elvino* Mr. Harding played for the first time in Hongkong, a part in which his abilities could be displayed to advantage. Hitherto Mr. Harding has from necessity been hiding his light under a bushel. On Thursday night his opportunity occurred and he was not slow to grasp it. Mr. Harding is happily free from the bane of so many tenors, an incapacity to act, and his dramatic ability, coupled with a powerful and well trained voice enabled him to do full justice to the part. *Count Elvino* is a part that makes great demands on the actor, but Mr. Harding was never found wanting and he deserves the highest praise for his truly artistic impersonation. Mr. Grace's assistance as *Count Rudolph* was of considerable value. Mr. Grace has none of the stiffness and ill-at-ease appearance which too frequently characterise the amateur and as he was in exceedingly good voice the numbers which fell to him received the fullest justice. Mr. D. C. Smith was only fairly satisfactory as *Alessio* but a word of praise must be given to the body of amateurs who formed the chorus. To-night the Company perform the comic opera "La Perichole."

LOSS OF THE BRITISH BARQUE "LIZZIE C. TROOP."

The British sailing ship *Lizzie C. Troop* was lost on the 2nd ult. on the island of Yerabuyima, one of the Loochoo group. The vessel left Nagasaki in ballast for Puget Sound on the 15th ult., and was driven on to the rocks during a typhoon, striking at six o'clock in the morning. Captain Fownes had his wife and family on board. Seven foreigners and three Japanese were saved, and thirteen, including one Japanese, drowned. The captain's family included his wife and two children. The survivors stood by the vessel and came ashore when the weather moderated. Those who jumped overboard were drowned. The captain brought his wife and eldest son ashore, but lost the latter in the surf. He returned to find him, if possible, but was frightfully hurt among the rocks, and was washed back by the sea. He died on shore an hour later from the effect of his wounds. The survivors arrived at Kobe on the 18th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE CONFERENCE AT THE CITY HALL.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I shall esteem it a favour if you will allow me space in your columns for a statement to the effect that the British Mercantile Marine Officers' Association knows nothing whatever of the decision of the Chamber of Commerce as to its request that the said Chamber should urge the Government to pass an Ordinance prohibiting the working of cargo on board ships in Hongkong on Sunday. No reply whatever has either been received by the Officers' Association or communicated by it, either directly or indirectly, to the *China Mail*. In view of the fact that a week has barely passed since the Conference at the City Hall the Association does not expect a definite reply from the Chamber for a few days yet, at the earliest.—Yours faithfully,

CHESNEY DUNCAN,
Hon. Secretary,
British M. M. O. Assocn.

Hongkong, 24th October, 1890.

HONGKONG IN '41.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—After a period of nigh half a century, I have again revisited the land of sweet streams, my first visit to Hongkong having been in 1841 and the last in 1845—the first in one of the old fighting Indiamen, the last in a country ship as fourth officer. During those years no very great change had taken place in the outward aspect of the place, with its green velvety looking hills, as they appeared from the distant fleet, reaching down near to the water's edge. The Chinese town was a long straggling street—some distance from the water. I cannot identify the spot where Jardine, Matheson's wharf stood—there has been so much reclaimed land built on, entirely altering the aspect of the island. A Scotch kirk had been built up a ladder-like street, and that street, as far as I can recollect, was crowded with the daughters of the night, whose musical talents, like syrens, were exhibited in little cramped up verandahs to lure the thoughtless mariner to his soul's destruction.

The barracks were a long line of shed-like buildings on Green Island—and in '44 the foundations were being laid for new ones, as the soldiers were dying of dysentery like rotten sheep. The foundations of a new church were being laid, presumably the Cathedral.

The brightest scene of all, surrounded by its green hills, was the harbour with its tall stately men-of-war and East Indiamen. Commodore Pepper, in the *Agincourt* flagship, came on board our ship often and complimented our skipper on the manner the topgallant masts and yards were sent down at sunset gun and up again at 8 a.m. gun fire next day. Plenty of exercise made our mixed crew as smart at that sort of work as the men-of-war. There were in those days none of the long bodied steamers which now dwarf those ancient relics, the *Meanee* and *Victor Emmanuel*, into tubs. The *Meanee*, I may say, had not been launched in those days nor even named; she had been on the stocks in the Government dockyard in Bombay, and was not launched till about 1849, when she was found to be full of white ants and unfit for service. The vessel that did duty in the place, but not on the spot she now occupies, was another old tubby two-decker, the *Minden*, and after her the *Fort William*, an old square bowed East Indiaman. What with all the gay appearance of the fleet and the number of large junks, painted "to kill," the harbour was a pretty sight to a new comer.

The big Indiamen had to go up to Whampoa to unload their cotton and *sometimes the opium* that was smuggled in among the bales. From the time it took us to get there I used to think Canton was a thousand miles off and Macao, which port we always called at on our way back about December, was in some other part of China altogether, where they always had gales of wind. The old tubs of Indiamen came in the S.W. monsoon and laid up till the N.E., so they had square yards both ways. The forts at Bocca Tigris were all in ruins. H.M.S. *Fox* anchored between and dropped some shells into them, which caused the brave army, which had been making a big show on the wall with hideously pointed shields, to fly in dismay up the unprotected hill side, in view of the ship. Johnny did not "savvy" that pidgin; he only understood cold iron, but round shot that came and hit nothing in particular and then "bust" up, scattering destruction all round and about was too much. The men from the frigate had nothing to do but to go on shore and with a few bags of powder lay them in ruins. In '42 those very forts had been rebuilt and this newly acquired colony was to be named "Victoria."

There were pleasant times in those days. In a year or two after, captains brought their wives with them, and, for all I know, their sisters and their cousins and their aunts; for there were balls and parties on board the different Indiamen, while laying at Whampoa, and there was a fair display of muslin; and every ship had its Portuguese band on board.

Even that began to get monotonous, so that some of the ladies would insist upon being taken to Canton. I expect they wished they had never left their ships, as we had to send all the armed boats in the fleet to protect the hongs and get the women away, as the hongs had been set on fire (the work of river pirates and Canton roughs I believe). That event might have been in '43 or thereabout, and if I recollect aright I think I heard that the Bocca Tigris, or Bogue forts as they were called, had to be blown up again.

Next year is or will be the Jubilee year of this thriving little Colony. How many other old fossils are there living besides myself who witnessed its beginning and will live to see its Jubilee year out? Won't there be a big contract for fireworks! Penang had hers out a year or two ago.

As old fossils get prosy I will dry up, wishing the Colony success and regretting that I should not be able to come again to see the fun, as my short stay will soon be over and I return to that vile climate Bengal, my household gods being therein located.

J. G. BRYNING.

Hongkong, 24th October, 1890.

EXTRACTS FROM THE "KWANG-PAO," &c.

23rd October.

A leading article on balloons. It is supposed, says the editor, that a flying car mentioned in the Shanghai Classic was a kind of balloon, but no description of it has come down, and the credit of the invention of modern balloons must be given to foreigners. But although of foreign origin the balloon is extremely useful.

To-day being the day when hoar frost should make its appearance the Military Officials proceed with a guard of honour and band to Worship the Deity who presides over hoar frost at his shrine outside the North Gate.

The application for a monopoly of the porterage on the new bund has been rejected.

The Korean official reported to have been on a visit to Shaoching has left on his way back to Canton. The Prefect there offered to press a boat for him, but he refused and is coming by the ordinary passage boat.

The illuminations in Silk Street attract such crowds that the street has to be kept open all night, an attempt to close the barriers the night before last having led to a row in which they were more or less demolished.

The farmer of the Battery Tax on hemp finds considerable trouble in collecting the tax and has had to appeal to the authorities, as various dealers flatly refuse to pay and a strike is reported among the fishermen in Hueichou in consequence of an attempt to levy additional taxes on them.

A runaway wife being caught by her husband not only refuses to go back but gives him in charge as an earring snatcher.

Great want of rain reported from Chao-chou-fu, notwithstanding that the Taotai there has been daily praying for it. Can it be that Heaven is shewing its disapproval of the Battery tax, or what is the official misdeed that is provoking its anger?

Rice reported to be very dear at Chao-chou-fu being at 27 to 28 catties for the dollar.

The Netherlands Consul-General for South China, Mr. Hamel, visited H. E. the Viceroy yesterday afternoon.

A proclamation by the Heiyang Magistrate warns people against bringing cases before him; they will only, he says, lose their time and money by doing so.

AMOY.

We hear that Mr. W. B. Fitz-Gibbon, of H. B. M.'s Consular Service is going home on leave shortly, and will be replaced by Mr. Bourne formerly Acting Consul at Tamsui.

A flare-up took place in Amoy City on the morning of the 14th instant at about half past six, when two shop houses were burned to the ground. Fortunately, no lives were lost. The cause of the fire, of course, is put down to joss pidgeon.

A Shanghai correspondent informs us that Mr. H. M. Hobson of the Imperial Maritime Customs, has been appointed Deputy Commissioner at this port, and was to have left Ningpo *en route* to Amoy on the 15th instant. Mr. Grimani, whose transfer from Tamsui to Ningpo was announced in our last issue, probably replaces Mr. Hobson at the latter port.

Upwards of thirty deaths from fever are reported to have taken place within the last two weeks, amongst Chinese residents at Kulangsu. In the country around Amoy, many deaths from the same cause are also reported. Small pox is said to be very prevalent just now amongst the natives in the village below the Chinese hospital.

A Singapore Chinaman, and a British subject to boot, at present on a visit to his native place, Mah-chow, within a few miles of Amoy, was attacked four or five nights ago by an armed band with blackened faces. The son of the Chinaman, a lad of some promise being murdered in the fray. The marauders, part of a gang of pirates as they are supposed to be, looted his house and made off with something like twenty boxes of clothing and a considerable sum of money.

One of the coolies employed on board the steamer *Fokien* last week, is said to have been severely kicked in the ribs by one of the Cantonese sailors, which resulted in his death on the 13th inst. On the other hand, we hear that the deceased was a very quarrelsome fellow, and for three days after receiving the alleged kicking on board the *Fokien*, he was working on board of another vessel, and in the course of a free fight received injuries enough to cause his death.

Several letters and newspapers addressed to Captain Holmes, steamer *Kiang Ping*, Amoy, have arrived within the past week, and are lying at the agency of the Shanghai local post. This circumstance inclines us to believe, that the vessel, well known in Canton waters will shortly arrive here. A few weeks ago, it may be mentioned, some rich Chinese applied for the purpose of chartering the steam-launch *Egret*, but without success, to convey passengers arriving from the Straits to a non-treaty port named Hung-wha situated about ninety miles distance from Amoy in the Haitan Straits. The *Kiang Ping*, it may be, is coming here for that purpose.

A somewhat interesting ceremony took place on board the *Sebastian Bach* on the 10th instant, previous to the departure of the vessel for Newchwang, in the presence of Messrs. Bruce, Hempel, Captains Jensen, Jessen, Watts, Hauenstein, Buschman, and others. The *Sebastian Bach* it may be mentioned, having changed owners, the company assembled for the purpose of lowering the German flag under which the vessel has so successfully traded on this coast for some years past, and to hoist the British flag, its new colours, in its place. Both flags having been saluted, the company adjourned to the cabin, when success to the vessel and its new owners was drunk in bumpers of champagne, and a thorough good time of it was spent.—*Amoy Times.*

COMMERCIAL INTELLIGENCE.

CLOSING QUOTATIONS.

FRIDAY, 24TH OCTOBER.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 3/4¼
Bank Bills, on demand 3/5
Bank Bills, at 30 days' sight 3/5¼
Bank Bills, at 4 months' sight 3/5¼
Credits, at 4 months' sight 3/5¼
Documentary Bills, 4 months' sight 3/5¼

ON PARIS.—
Bank Bills, on demand 4.32
Credits, at 4 months' sight 4.40

ON GERMANY.—
On demand 3.45
after sight ....—

ON NEW YORK.—
Bank Bills, on demand 82¼
Credits, 60 days' sight 84

ON BOMBAY.—
Telegraphic Transfer 220½
Bank, on demand 221

ON CALCUTTA.—
Telegraphic Transfer 220½
Bank, on demand 221

ON SHANGHAI.—
Bank, at sight 72¼
Private, 30 days' sight 73

SOVEREIGNS, Bank's Buying Rate 5.77

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai.	$125	228¼, cum new issue [sellers; 189, ex new issue
Do. New Issue	£21.6	$250, buyers
Do. Fractl. Certifs.	£7.1.8	$75
New Oriental	£10	£12
Brown & Co., H. G.	$50	$55
Campbell, Moore & Co.	$10	$10, nom.
China Borneo	$50	$19,
China Sugar	$100	$172, sellers
Chinese Loan '84 C.	$500	5 p.ct. prem., nom.
Chinese Loan '86 E.	Tls. 250	11 p.ct. prem.
Cruickshank & Co.	$50	$45, nom.
Dairy Farm Co.	$10	$12, nom.
Fenwick & Co., Geo.	$25	$23
Gordon & Co., A. G.	$25	$20, nom.
Green Island Cement	$50	$24, buyers
H. Brick & Cement	$18.50	$13, nom.
H. & C. Bakery	$50	$75, nom.
Hongkong & C. Gas	£10	$120, nom.
Hongkong Electric	$6	$6
H. H. L. Tramways	$100	$110, sellers
Hongkong Ice	$25	$100, sellers
H. & K. Wharf & G.	$50	$75
H. Steam Laundry	$50	nom.
Hongkong Rope	$50	$126, buyers
H. & W. Dock	$125	$76 p.ct. pm. buyers
Hotels—		
Austin Arms	$50	50 p. ct. dis., nom.
Hongkong Hotel	$100	$160, buyers
Peak Hotel	$40	$20, sales
Shameen	$15	$10, nom.
Insurances—		
Canton	$50	$117
China Fire	$20	$89
China Traders'	$25	$64
Hongkong Fire	$50	$330, sales
North-China	£50	Tls. 300, sales
Singapore	$20	$9, sellers
Straits Fire	$20	$17
Straits Marine	$20	$16, buyers
Union	$25	$98, ex div.
Yangtsze	$100	$93, sellers
Land & Building—		
H. Land Investm't	$50	$91
Kowloon Land Inv.	$30	$20, sellers
Peak Building	$13	nom.
Humphreys Estate	$100	$200
West Point Buildg.	$40	$31
Luzon Sugar	$100	$109, buyers
Mining—		
Balmoral Gold	$10	$12, sellers
Charbonnages	$131.68	$425, sellers
Imuris	$4.84	$84, buyers
Jelebu	$5	$3¾
Punjom	$10	$3¼
Raubs	17s. 9d.	$1.15, sellers
Selama	$2	$2, buyers
Planting—		
East Borneo	$50	$15, sales
Lubuk Planting	$33	$21, sellers
Lamag Planting	$25	$12, sellers
Songei Koyah	$50	$15, sellers
Steamship Coys.—		
China & Manila	$50	$123
Douglas S. S. Co.	$50	$47, buyers
H., Canton, & M.	$20	$38, sellers
Indo-China S. N.	£10	25 p.ct. dis.
Steam Launch	$30	nom.
Trust & Loan Co.	£11.16	$19
Do. Founders	£1	£185, sellers
Watson & Co., A. S.	$10	$22¼

E. & S. COXON, Share Brokers.

OPIUM.

	Per Picul.	Allow'ce.
New Malwa	$500	2 to 2½ catties
Old Malwa	$510	1½ to 2½ "
Older Malwa	$530	2 to 4½ "
Patna (New)	$485	per picul.
Benares (New)	$480	" "
Benares (Old)	$477½	" "

EXPORT CARGOES.

Per steamship *Telemachus* sailed on the 20th October:—For London—118,356 lbs. Congou, 241,377 lbs. Scented Caper, 36,120 lbs. Scented Orange Pekoe, 200 bales waste silk, 606 bales ginger, 307 bales canes, 427 bags tin ore, 347 bags gum, 77 cases chinaware, 20 cases blackwoodware, 6 cases matting, and 65 cases sundries.

Per steamship *Irrawaddy* sailed on the 23rd October:—For Continent—231 bales silk, 51 cases silk piece goods, 10 cases essential Oil, 40 bales waste silk, 9 bales hair, 248 boxes tea, and 88 packages sundries. For London—128 bales silk.

THE WEATHER.

MESSRS. FALCONER & CO.'S REGISTER, OCT. 24TH.

Barometer 9 A.M.	30.11	Therm. 9 A.M. (Wet bulb)	66
Barometer 1 P.M.	30.02	Therm. 1 P.M. (Wet bulb)	67
Barometer 4 P.M.	30.01	Therm. 4 P.M. (Wet bulb)	69
Thermom. 9 A.M.	73	Therm. Maximum	77
Thermom. 1 P.M.	74	Therm. Minimum (over night)	71
Thermom. 4 P.M.	76		

METEOROLOGICAL REGISTER.

23RD OCTOBER, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours
Wladivostock	—	—	—	—	—	—	—
Tokio	29.76	—	—	N	1	—	—
Nagasaki	29.86	—	—	NNE	4	—	—
Shanghai	30.08	64	63	NNE	4	o	—
Foochow	30.05	75	37	NE	2	b	—
Amoy	30.01	77	35	E	3	b	—
Anping	29.86	78	—	NE	5	o	—
Swatow	29.99	75	—	E	4	b	—
Hongkong	29.95	73	66	E	3	b	—
Victoria Peak	—	—	—	E	4	—	—
Canton	29.94	88	37	E	2	b	—
Macao	29.96	83	46	E	1	b	—
Hoihow	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Bolinao	29.81	79	91	[illegible]	[illegible]	or	—
Cape S. James	—	—	—	NW	3	b	—
24TH OCTOBER, AT 10 A.M.							
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	30.09	—	—	E	3	—	—
Shanghai	30.09	59	70	—	0	f	—
Foochow	—	—	—	—	—	—	—
Amoy	30.14	68	56	NE	3	b	—
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Hongkong	30.19	73	58	E	4	bv	—
Victoria Peak	—	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Bolinao	29.91	80	78	SE	2	o	—
Cape S. James	—	—	—	NW	3	of	—

Barometer rising. Gradients moderate for N.E. winds. Weather clear, cool, and dry. (Issued at 10.30 a.m.)

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.96	30.19	30.01
Temperature	73	72	73
Humidity	66	58	68
Direction of wind	E.	E.	E.
Force	3	4	3
Weather	b.	bv.	b.
Rain	—	—	—

Highest open air temperature on the 23rd 82
Lowest open air temperature on the 23rd 70

1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew (wet).

W. DOBERCK.
Hongkong Observatory, 24th October, 1890.

WAS IT PROVIDENCE OR ACCIDENT?

Did the finding of that article save the man's life? That is the question. Is there a divinity that shapes our ends? or are events but a mere series of accidents, which may happen to one person as well as another. Are the experiences that compose our lives links in a chain, or loose grains of sand? As you answer these questions, as you take the one side or the other, so is your faith; you are a materialist or a believer in Providence. We now propose to relate a story in illustration of this problem which may have some effect in arousing those who have always thought themselves the subjects of blind chance. The following facts are fully vouched for, and resemble occurrences in the lives of multitudes.

Several years ago Griffith Jones was a policeman at Holyhead, Wales He had a family consisting of a wife and five young children to take care of. Holyhead is on St. George's (or the Irish) Channel, and is open to the terrific gales that so often gather on those dangerous waters and beat with violence upon the coast. Jones' "post" or "beat" extended back into the country, over bleak, wind-swept hills. He had to walk through this region in all weathers, day or night. He was often out in winter nights, in cold and darkness, exposed to the storms that drive in from the sea. At such times the wife listened to the rattling windows, and prayed that the husband and father might take no harm in the wild tempest. This was hard lines, but in the family (though they were poor enough) there was still health and comparative comfort. But in a bad storm the policeman caught a heavy cold. Home remedies failed to cure it, and the officer sent to his old physician at Aberffraw for medicine. It did no good. Jones' right side grew "queer" and painful. The doctor said it was the liver, and he was right; but correct opinions don't cure disease. His head troubled him too, and he was often so giddy he could hardly walk. "I am so tired and weary," he would say. "I don't know what makes me. I try to rest and sleep, but get up just as dead tired as when I go to bed."

Then worse came. He sat down to his table, but revolted from his food; appetite was gone. There was a curious feeling at the stomach; it was cold, dull, and miserable, like a furnace which contains nothing but ashes and cinders. A nasty and nauseous kind of gas or wind came up into his throat, like the effluvia from a tomb. His wife called his attention to the ghastly yellow colour of his eyes and skin, and once in a while he would have a spell of palpitation of the heart that made him afraid of falling dead—perhaps in some lonely place.

In spite of it all, however, Policeman Jones kept on duty as much as ever he could. Of course. So would any honest, plucky man. But he slept fitfully, with bad dreams. He cried out sometimes with the terror of them, and the frightened children said, "Is papa going to die?" He was, and is, one of the most patient and loving of men, yet now he was cross and surly to his family. Then something new developed. There came a pain under his left shoulder blade; his wrists and knees grew swollen and painful; this was rheumatism, caused, the doctors said, by the undigested and fermented food having poisoned the blood. Kidney and bladder complaint followed—for they also are merely symptoms of indigestion and dyspepsia. The policeman now felt that he must give up, and, if he did, then what? He could foresee nothing but destitution.

Now we come to the event which suggested the question with which this short history begins: Was it an accident or was it a link in a saving chain? Entering the Holyhead station-house one day, ill, depressed, weak, and miserable, he saw a little pamphlet upon the table. He picked it up and began to read it. In a few moments his mind was riveted upon its pages. In clear, plain language he found his own case fully described, just as though the book had been written for him and for him alone. It named a cure for all his ailments, a medicine called Mother Seigel's Curative Syrup. The plain honesty of the statements won his confidence. He procured half-a-dozen bottles through Mr. Henry Wilson, of the Drug Hall, Holyhead. Taking it he began to improve, and all his aches and pains vanished in a few weeks. This was August, 1879. Ten years have passed, but not a sign or symptom of his ailment has returned. Mr. Jones entered upon a more lucrative business, and wherever he goes he spreads the fame of Seigel's Syrup, and insists that the glimpse of the book on the table settled the point as to whether he should go under the sod or be the strong new man he has been ever since. [2175—5

HONGKONG RIFLE ASSOCIATION.

THE FIRST COMPETITION for the SUBSCRIPTION CHALLENGE CUPS and RANGE SPOONS will take place on SATURDAY next, the 25th instant, commencing at 4 O'CLOCK P.M. Ranges, 200 and 300 Yards, 7 shots at each range. Intending subscribers to the Cups are requested to forward their subscriptions ($1 each Cup) as soon as possible to the Undersigned. Entries for this Competition to be made before 4 P.M. on FRIDAY, the 24th instant. Entrance Fee 30 cents.
FRANK COLLINS, for Hon. Sec.
Hongkong, 20th October, 1890. [37

FOR SALE.

Just received from Peking.
AN INVOICE OF FINE
PEKING CLOISONNE WARE, comprising VASES of Assorted Sizes, BOTTLES, ORNAMENTS, etc.
G. R. LAMMERT, Auctioneer.
Hongkong, 19th September, 1890. [2057

FOR SALE.

CHAMPAGNE "MONOPOLE" —HEIDSIECK & Co.—
MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).
CARLOWITZ & Co., Sole Agents for HEIDSIECK & Co., REIMS, For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1516

A. CHEONG & Co., General Dealers in FURNITURE, ELECTRO-PLATE, GLASS and CROCKERY WARE, CUTLERY, CARPETS, LAMPS, &c., &c.
UNDERTAKE to FURNISH HOUSES at the shortest notice.
18, D'AGUILAR STREET (Behind the Hongkong Club.) [972

PORTLAND CEMENT.
J. R. WHITE & BROS. SOLE AGENTS FOR CHINA.
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. 2038

A FONG, PHOTOGRAPHER Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.
IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.
STUDIO—ICE HOUSE LANE. [136

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36 VOLUMES.
NOW READY.
The New Editions of ENGLAND COUNTIES, Vol. 17. SCOTLAND, IRELAND, WALES, and European Possessions, Vol 27a. AMERICA, North, South, Central and West Indies, Vol. 30.
IN THE PRESS.
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RUSSIA and POLAND, Vol. 24. ITALY, Vol. 26, and other volumes.
C. LEUCHS & Co., 38, LITTLE BRITAIN, LONDON, E.C. ESTABLISHED 1791.
(WRITE FOR PRICE LIST.)
GOOD AGENTS WANTED. [1239

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TO LET,

Immediate Possession.

OFFICES at No. 17, PRAYA CENTRAL (above Messrs. DOUGLAS LAPRAIK & Co.'s premises.)
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, 24th October, 1890. |2105

TO LET.

With Immediate Possession.

GODOWN No. 476, in MATHESON STREET, WANCHAI.
Apply to
EDUARD SCHELLHASS & Co.
Hongkong, 22nd October, 1890. |2284

TO BE LET.

TWO HOUSES at WILD DELL BUILDINGS, Wanchai Road:
A BUNGALOW and HOUSE on the UPPER RICHMOND ROAD.
No. 1 RICHMOND TERRACE. Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.
Apply to
HENRY HUMPHREYS,
Secretary,
HUMPHREYS ESTATE AND FINANCE COMPANY, LD.
Hongkong, 2nd September, 1890. |1805

TO BE LET,
Just below Peak Flagstaff.

BAHAR LODGE.—FURNISHED.
Apply to
HUGHES & EZRA.
Hongkong, 18th April, 1890. |933

TO LET.

TWO Comfortable and well Furnished BEDROOMS; with or without board.
Apply to
Nos. 23 and 25, Queen's Road East.
Hongkong, 16th October, 1890. |2252

KOWLOON.

TO LET UNFURNISHED.

"KIMBERLEY."

BEAUTIFULLY Situated, containing Dining-room, Drawing-room, two Bedrooms, and usual Quarters.
For further particulars, apply to
W. S. MARTEN,
2, Duddell Street.
Hongkong, 26th June, 1890. |1490

TO LET.

NOS. 7 & 9, SEYMOUR TERRACE.
OFFICES & CHAMBERS in CONNAUGHT HOUSE, Queen's Road Central.
OFFICES in VICTORIA BUILDINGS.
TUSCULUM, MAGAZINE GAP.
No. 4, OLD BAILEY STREET.
No. 11, SEYMOUR TERRACE.
No. 3, GOUGH HILL, 'THE PEAK' Furnished.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 11th October, 1889. |40

TO LET,
With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.
1st FLOOR No. 3, Blue Buildings.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, 2nd July, 1890. |1521

TO LET,

HOUSE No. 7, UPPER MOSQUE TERRACE.
Possession from 1st October Next.
Apply to
R. G. A.,
CLUB LUSITANO.
Hongkong, 11th September, 1890. |2003

TO LET.

A HOUSE in WEST TERRACE. Immediate Entry.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 31st March, 1890. |764

TO LET,

Possession 1st November, 1890.

CENTRE HOUSE in WOODLANDS TERRACE. Newly Constructed. Cheap Rent.
Apply to
LINSTEAD & DAVIS.
Hongkong, 7th October, 1890 |2192

TO LET.

THE DWELLING HOUSE, No. 3, Wyndham Street, at present in the occupation of *China Mail*. Possession from the 1st NOVEMBER NEXT.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 2nd October, 1890. |2157

TO LET.

OFFICES on the SECOND FLOOR of 2, QUEEN'S ROAD CENTRAL, lately occupied by the New Oriental Bank, also the GROUND FLOOR of the Building; suitable for Offices or a Store.
Apply to
LINSTEAD & DAVIS.
Hongkong, 1st August, 1890. |1722

TO LET.

Possession from 1st NOVEMBER, 1890.

FIRST FLOOR No. 1, BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, 30th September, 1890. |2135

TO BE LET.

DESIRABLE OFFICES & GODOWNS, No. 13, Praya Central.
Apply to
STOLTERFOHT & HIRST.
Hongkong, 8th October, 1889. |47

TO LET.

NO. 3, MORRISON HILL. Entry, 1st June.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 23rd April, 1890. |978

FOR SALE,
AT THE PEAK.

"THE FALLS," on R. B. L. No. 28, a well built SIX-ROOMED HOUSE, at present Let on Lease for one year.
For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, 13th November, 1889. |49

TO LET,

From 1st NOVEMBER NEXT.

NO. 6 and No. 9, UPPER MOSQUE TERRACE.
For particulars.
Apply to
R. & J. SAMPSON,
No. 7, Connaught House.
Hongkong, 3rd October, 1890. |2161

TO LET.

TWO HOUSES at the VICTORIA PEAK near the Flagstaff, Immediate Possession.
Apply to
E. JONES HUGHES.
Hongkong, 11th June, 1890. |1361

TO LET,

HOUSE No. 4, QUEEN'S ROAD CENTRAL, lately occupied by the CHARTERED BANK OF INDIA.
For Particulars, apply to
TANG YUEN CHEONG,
No. 70, Bridges Street.
Hongkong, 26th September, 1890. |2100

TO LET & FOR SALE

THE PEAK BUILDING Co. LIMITED.

TO LET.

THREE FIVE-ROOMED HOUSES Nos. 7, 8, & 9, STEWART TERRACE, near Peak Church. Gas laid on.
Apply to the
SECRETARY,
at Office, 16, Praya Central.
Hongkong, 11th June, 1890. |1355

TO LET.

TWO GODOWNS on the Praya and one shop in Queen's Road, Under Victoria Hotel Buildings.
Apply to
DORABJEE & HING KEE.
Hongkong, 10th October, 1890. |2209

TO LET.

TWO COMMODIOUS HOUSES in CARLTON TERRACE, QUEEN'S ROAD EAST. Rent moderate.
Apply to
G. R. LAMMERT,
Hongkong, 1st July, 1890. |1514

TO LET.

NO. 3, LOWER MOSQUE TERRACE
Apply to
CHAN YAU,
No. 1, Lower Mosque Terrace.
Hongkong, 20th August, 1890. |1868

TO LET,

CORNER HOUSE, No. 145, WANCHAI ROAD. Gas and Water laid on.
Apply to
E. J. M.,
c/o Office of this paper.
Hongkong, 27th September, 1890. |2104

TO LET.

With Immediate Possession at a moderate rental.

THE SECOND & THIRD FLOORS of No. 135, QUEEN'S ROAD EAST, each flat containing 4 Rooms, Cookhouse, Bath Room and Closet.
The Ground Floor of No. 137, Queen's Road East, lately occupied as a restaurant and very suitable for an aerated water factory as it has a large spring of very pure water flowing from the rocks in the backyard.
The Ground floor of No. 141, Queen's Road East, lately occupied as an European Grocery Store.
The Top Floor of No. 5, Arsenal Street, containing two Rooms and an out-house; 3 European three Storey Houses, Nos. 135, 139 and 141 Wanchai Road.
All the above are solidly built, well ventilated European Quarters, and are all supplied with European Grates.
For any further particulars apply to W. DIXON, Machinery Godown, No. 3 Cross Lane, Wanchai, near No. 2 Police Station.
Hongkong, 6th September, 1890. |1530

TO LET,
From 1st August, 1890.

BLUE BUNGALOW. FURNISHED or UNFURNISHED.
Apply to
E. JONES HUGHES.
Hongkong, 19th July, 1890 |1644

TO BE LET.

A GODOWN at WEST POINT.
ROOMS on SECOND FLOOR of (Marine) Telegraph House.
"BISNEE VILLA," POKFOLUM.
BREEZY POINT, BONHAM ROAD, with Tennis Lawn.
"THE HOMESTEAD,"—Mount Kellett—FURNISHED.
Apply to
SHARP & Co.,
Telegraph House.
Hongkong, 4th October, 1890. |41

KOWLOON.

TO LET UNFURNISHED.

NOS. 4 & 5, VICTORIA VIEW; containing Drawing-room, Dining-room, 3 good Bed-rooms, &c. A capital Tennis Ground. The rooms face the Harbour, and have a splendid view of Hongkong.
For further particulars, apply to
W. S. MARTEN,
2, Duddell Street.
Hongkong, 26th June, 1890. |1489

TO LET.

CRAIGELLACHIE, 8, BONHAM ROAD.
Apply to
LINSTEAD & DAVIS.
Hongkong, 21st August, 1890. |1874

TO BE LET or SOLD,
On favourable terms, with Immediate Possession.

EIGHT HOUSES at "MOUNTAIN VIEW," Peak District, near Plunkett's Gap.
If sold part of the Purchase money can remain on Mortgage.
Apply to
JOHN A. JUPP,
Secretary,
THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LD.
Hongkong, 6th October, 1890. |1538

THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

$50,000 of this Company's DEBENTURES are now offered to the public in sums of not less than $50. These Debentures bear Interest at the rate of 8 per cent. per Annum.
For further particulars and forms of application apply at the Company's Office, 36, Queen's Road Central.
JOHN A. JUPP,
Secretary.
Hongkong, 5th September, 1890. |1963

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.
Other makes than one original Manufacture are now being sold.
The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S, and packages are marked with these words and Trade Mark *an open hand in red.*

Reject all others.

Agents in Hongkong
F. BLACKHEAD & Co.
Hongkong, 26th June, 1890 |1486

THE PREMIER CHAMPAGNE

BINET FILS' DRY ELITE,
So labelled and branded;
Apply to G. C. ANDERSON,
271 | JARDINE, MATHESON & Co.

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
Superb quality.
CUTLER, PALMER & Co.'s SELECTION.
Apply to
LANE, CRAWFORD & Co.,
242 | Hongkong.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, 25th August, 1885. |33

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA SUEZ CANAL	Rohilla	Brit. str.	F. Speck	P. & O. S. N. Co.	On 30th inst., at noon
LONDON	Oopack	Brit. str.	C. H. Kemp	Arnhold, Karberg & Co.	On or about 28th inst.
LONDON VIA SUEZ CANAL	Deucalion	Brit. str.	Asquith	Butterfield & Swire	To-day.
MARSEILLES VIA SAIGON, &c.	Caledonien	Fren. str.	Moubongo	Messageries Maritimes	On 6th Nov., at Noon.
HARVE, LONDON, H'BURG, &c.	Cardiganshire	Brit. str.	Dowling	Adamson, Bell & Co.	On or about 6th Nov.
HAVRE & LONDON	Comet	Ger. ship		Carlowitz & Co.	Quick despatch.
BREMEN & PORTS OF CALL	Neckar	Ger. str.	H. Supmer	Melchers & Co.	To-morrow, at 10 A.M.
VANCOUVER B.C, VIA S'HAI, &c.	Sussex	Brit. str.	Holt	Adamson, Bell & Co.	On 31st inst., at noon.
SAN FRANCISCO VIA Y'HAMA, &c.	City of Rio	Amer. str.		P. M. S. S. Co.	To-day, at 1 P.M.
SAN FRANCISCO	Thermopylæ	Brit. sh.	Jenkyns	Russell & Co.	Quick despatch.
SAN FRANCISCO VIA Y'HAMA, &c.	Gaelic	Brit. str.		O. & O. S. S. Co.	On 1st Nov. at 1 P.M.
NEW YORK VIA SUEZ CANAL	Thorndale	Brit. str.	Etherington	Adamson, Bell & Co.	On about 26th inst.
NEW YORK	Annie Stafford	Brit. bk.		Carlowitz & Co.	Quick despatch.
NEW YORK	George Skolfield	Amer. sh.	Dunning	Russell & Co.	Quick despatch.
NEW YORK	Sintram	Amer. sh.	Woodside	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	Annie H. Smith	Amer. sh.		Carlowitz & Co.	Quick despatch.
YOKOHAMA, N'SAKI, & KOBE	Verona	Brit. str.	Seymour	P. & O. S. N. Co.	On 31st inst., daylight.
YOKOHAMA AND KOBE	Oceana	Ger. str.	G. Petersen	Siemssen & Co.	To-morrow, at 10 A.M.
STRAITS AND BOMBAY	Venetia	Brit. str.	T. F. Creery	P. & O. S. N. Co.	On 31st inst., at Noon.
SANDAKAN & KUDAT	Memnon	Brit. str.	Dorff	Butterfield & Swire	On or about 28th inst.
SINGAPORE, HAVRE, &c.	Polyhymnia	Ger. str.	J. Behrens	Siemssen & Co.	On 27th inst., at Noon.
SINGAPORE, PENANG, &c.	A. Apcar	Brit. str.	J. S. Spence	David Sassoon, Sons & Co.	On 28th inst., at Noon.
SINGAPORE, PENANG, &c.	Bormida	Ital. str.	C. Gavazzo	Carlowitz & Co.	On 7th Nov. at noon.
TIENTSIN	Kaifong	Brit. str.	Gyles	Butterfield & Swire	On 28th inst.
SHANGHAI	Ningpo	Ger. str.	R. Kohler	Siemssen & Co	To-day, at 4 P.M.
SHANGHAI	Clyde	Brit. str.	J. L. Parfitt	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, KOBE, & Y'HAMA	Monmouthshire	Brit. str.	Cuming	Adamson, Bell & Co.	To-day.
SWATOW, AMOY, & TAMSUI	Fokien	Brit. str.	Rosch	Douglas Lapraik & Co.	To-morrow, daylight.
MANILA VIA AMOY	Diamante	Brit. str.	G. Taylor	Russell & Co.	To-day, at 4 P.M.
HAIPHONG, DIRECT	Haiphong	Fren. str.	Feraud	Messageries Maritimes	Quick despatch.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"DIAMANTE,"
Captain G. Tayler, will be despatched for the above Ports TO-DAY, the 25th inst., at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 23rd October, 1890. |2292

"SHIRE" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.
THE Steamship
"MONMOUTHSHIRE,"
Captain Cuming, will be despatched as above TO-DAY, the 25th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th October, 1890. |2273

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DEUCALION,"
Captain Asquith, will be despatched as above TO-DAY, the 25th instant.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1890. |2180

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"THORNDALE,"
Etherington, Commander, will be despatched for the above Port about the 26th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 16th October, 1890. |1764

FOR SINGAPORE, HAVRE, AND HAMBURG.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN).
THE Steamship
"POLYHYMNIA,"
Captain J. Behrens, will be despatched for the above Ports on MONDAY, the 27th instant, at NOON.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 20th October, 1890. |2288

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamship
"ARRATOON APCAR,"
Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 28th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd October, 1890. |2290

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.
THE Company's Steamship
"MEMNON,"
Captain Dorff, will be despatched as above on or about TUESDAY, the 28th instant.
In future this or other steamer will ply between British North Borneo and Hongkong only, leaving Hongkong about every eighteen days.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1890. |2295

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Steamer
"KAIFONG,"
Captain Gyles, will be despatched on TUESDAY, the 28th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd October, 1890. |2287

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.
THE Company's Steamer
"OOPACK,"
C. H. Kemp, Commander, will be despatched as above on or about the 28th inst.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 18th October, 1890. |2257

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA).
THE P. & O. S. N. Co.'s Steamship
"VERONA,"
Captain F. H. Seymour, will leave for the above places on FRIDAY, the 31st instant, at DAYLIGHT.
E. L. WOODIN,
Superintendent.
Hongkong, 20th October, 1890. |2271

STEAM TO STRAITS AND BOMBAY.
Calling at COLOMBO if sufficient inducement offers.
THE P. & O. S. N. Co.'s Steamship
"VENETIA,"
Captain T. F. Creery, will leave for the above places on FRIDAY, the 31st inst., at NOON.
E. L. WOODIN,
Superintendent.
Hongkong, 23rd October, 1890. |2294

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG, AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.—Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
THE Company's Steamship
"BORMIDA,"
C. Gavazzo, Master, will be despatched as above on FRIDAY, the 7th November, at NOON.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.
Hongkong, 21st October, 1890. |6

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR HARVE, LONDON, HAMBURG, AND ANTWERP.
THE Steamship
"CARDIGANSHIRE,"
Captain Dowling, will be despatched as above on or about the 6th November.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 23rd October, 1890. |2022

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"CLYDE,"
Captain J. L. Parfitt, R.N.R., will leave for the above place about 24 hours after her arrival with the outward English Mail.
E. L. WOODIN,
Superintendent.
Hongkong, 21st October, 1890. |1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will despatched for SAN FRANCISCO VIA YOKOHAMA on SATURDAY, the 25th October, 1890, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return available for 6 months	393.75
To Liverpool	325.00
To London	$32.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 17th October, 1890. |3

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.
(SUBJECT TO ALTERATION.)

SUSSEX	FRIDAY,	31st Oct.
BATAVIA	SATURDAY,	14th Nov.
ABYSSINIA	THURSDAY,	4th Dec.
PARTHIA	THURSDAY,	25th Dec.
BATAVIA	SUNDAY,	25th Jan.
ABYSSINIA	THURSDAY,	19th Feb.

THE Steamship
"SUSSEX,"
Capt. Holt, sailing at NOON on FRIDAY, the 31st October, will proceed to VANCOUVER, VIA SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria	$210.00
To Port Townsend, Seattle, Tacoma	$213.00
To Portland, Ore	$220.00
To Winnipeg, Minneapolis, St. Paul	$260.00
To Chicago, Kansas City, Milwaukee	$275.00
To St. Louis, Detroit, Cincinnati	$280.00
To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington	$290.00
To Quebec, Boston, Portland (Maine)	$295.00
To Halifax, St. Johns	$305.00
To Liverpool	$325.00
To London, via Liverpool	$330.00
To Paris and Bremen	$345.00
To Harve and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.
Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada U.S.A. will be granted, available for:—
6 months at 25 per cent. off Return Fare.
3 " " 50 per cent. " " "
(Time is reckoned from the date of landing to date of re-embarkation at Vancouver)
Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.
Prepaid return tickets to European Points will be issued available for 12 months at double fares (Mexican Dollars)
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.
PARCELS must be be sent to our office with address marked in full by 5 P.M. on the day previous to sailing.
For Further information as to Passage and Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th October, 1890. |8

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SUNDAY, the 26th day of October, 1890, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.
Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 25th October. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 30th September, 1890. |7

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROHILLA," Captain F. Speck, with Her Majesty's Mails, will be despatched from this for LONDON direct VIA SUEZ CANAL, on THURSDAY, the 30th October, at Noon.
Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
This Steamer takes Cargo and Passengers for Marseilles.
E. L. WOODIN,
Superintendent.
Hongkong, 21st October, 1890. |1

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for SAN FRANCISCO *via* YOKOHAMA, on SATURDAY, the 1st November, 1890, at ONE P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	332.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 15th Octobber, 1890. |4

FOR SAN FRANCISCO.
THE A. I. British Ship
"THERMOPYLÆ,"
Jenkyns, Master, will load here for the above Port, and will have quick despatch.
For Freight apply to
RUSSELL & Co.
Hongkong, 15th September, 1890. |2025

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"SINTRAM,"
M. A. Woodside, Master, will load here for the above port, and will have quick despatch.
For freight, apply to
REUTER, BROCKELMANN & CO.
Hongkong, 10th September, 1890. |1999

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"ANNIE H. SMITH,"
Shortly expected, will load here for the above Port and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 2nd October, 1890. |2158

FOR NEW YORK.
THE 3/3 L. I. I. British Bark
"ANNIE STAFFORD"
will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 31st July, 1890. |1711

VESSELS ON THE BERTH

FOR HAVRE AND LONDON.
THE 3/3 L. II. German Ship
"COMET,"
will load here for the above Ports, and will have quick despatch.
For freight apply to
CARLOWITZ & Co.
Hongkong, 30th September, 1890. |2134

FOR NEW YORK.
THE 3/3 L. II. American Ship
"GEORGE SKOLFIELD,"
Dunning, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Agents.
Hongkong, 29th August, 1890. |1914

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.
THE Steamship
"OCEANA"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Option cargo will be forwarded unless notice to the contrary be given before NOON TODAY.
Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the
No Fire Insurance has been effected.
SIEMSSEN & Co.,
Agents.
Hongkong, 23rd October, 1890. |2293

STEAMSHIP "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London Ex S. S. *Douro* and *Ebro*, from Havre Ex S. S. *Douro*, from Bordeaux Ex *Nante Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-MORROW (THURSDAY), requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after WEDNESDAY, the 29th inst., will be subject to rent and landing charges at one cent per package per diem.
All Claims must be sent in to me on or before the 31st inst., or they will not be recognized.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd October, 1890. |2

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.
THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 28th instant, will be subject to rent. No Fire Insurance has been effected. Consignees are also hereby informed that all claims must be made before the departure of the steamer, otherwise they will not be entertained.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 22nd October, 1890. |2289

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, AND SINGAPORE.
THE Steamship
"YORKSHIRE,"
Captain Arnold, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.
The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at consignees' risk and expense and no Fire Insurance will be effected.
All claims against the steamer must be presented to the undersigned on or before the 28th instant, or they will not be recognized.
RUSSELL & Co.,
Agents.
Hongkong, 20th October, 1890. |2269

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON, PENANG, AND SINGAPORE.
THE Company's Steamship
"GLENFARN,"
having arrived from the above ports, Consignees of Cargo by her and by the steamers *Holland* and *Chicago* from New York, are hereby informed that their Goods with the exception of Opium, are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.
Cargo remaining undelivered after the 25th instant will be subject to rent. No Fire Insurance has been effected. Consignees are also requested to present all claims for damages and/or shortages not later than 31st instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 18th October, 1890. |2264

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

WINTER TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 (Noon) to 1 p.m. every quarter of an hour.
1 p.m. to 2 p.m. every half an hour.
3 p.m. to 7.30 p.m. every quarter of an hour.
SATURDAYS. NIGHT TRAMS at 10.30 p.m. and 11 p.m.
SUNDAYS.
CHURCH TRAM at 10.40 a.m.
12 (Noon) to 2 p.m. every quarter of an hour.
3 p.m. to 7.30 p.m. every quarter of an hour.
9 p.m., 10 p.m., 10.30 p.m., and 11 p.m.
SPECIAL CARS may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.
MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 22nd October, 1890. |1730

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ADOLPH, Ger. bark, Westgaard.—Carlowitz & Co.
ALICE MARY Brit. bk., S. Sampson—Gilman & Co.
ALWINE, Ger. str., Bendixen—Wieler & Co.
ARRATOON APCAR, Brit. str., J. G. Spence.—David Sassoon, Sons & Co.
COMET, Ger. ship, R. Krippner.—Order.
JACOB E. RIDGWAY, Amr. ship, A. Call.—W. Hewett & Co.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. steamer *Gaelic*, with the American mail of the 1st inst., left Yokohama on the 21st and is due on the 27th inst.
The P. M. steamer *China*, with the American mail, left San Francisco on the 9th October, via Honolulu.
THE ENGLISH MAIL.
The P. & O. steamer *Clyde*, with the outward English mail, left Singapore at 5 p.m. on the 22nd and is due on the 27th inst.
THE CANADIAN MAIL.
The C. P. steamer *Sussex*, with the Canadian mail, left Yokohama on the 24th and is due on the 30th inst.
The C. P. steamer *Batavia*, with the Canadian mail, left Vancouver on the 10th inst.
MERCHANT STEAMER.
The O. S. S. Co's. steamer *Menelaus* left Singapore on the morning of the 16th inst and is now due.
The "Mogul" Line steamer *Mogul* left Singapore on the 17th and is now due.
The "Shire" Line steamer *Monmouthshire* left Singapore on the afternoon of the 17th and is now due.
The P. & O. steamer *Verona* left Nagasaki at 2.30 p.m. on the 21st and is due on the 26th inst.
The N. G. I. steamer *Bormida* left Singapore on the 21st and is due on the 28th inst.
The "Union" Line steamer *Guy Mannering*, left Singapore on the morning of the 23rd and is due on the 29th inst.
The O. S. S. Co's steamer *Myrmidon* left Singapore on the morning of the 24th and is due on the 31st inst.

POST-OFFICE NOTICES.

The Postal Guide for 1890, revised to date will be found in the *Chronicle and Directory* p. 760. This is the only authorised complete Summary of Postal information published in Hongkong.
☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE.
For Saigon.—Per *Ardgay*, to-day, the 25th inst., at 11.00 A.M.
For Yokohama, and San Francisco.—Per *City of Rio*, to-day, the 25th inst., at 0.30 P.M.
For Amoy and Manila.—Per *Diamante*, to-day, the 25th inst., at 3.30 P.M.
For Shanghai.—Per *Ningpo*, to-day, the 25th inst., at 3.30 P.M.
For Swatow, Amoy, and Tamsui.—Per *Fokien*, to-day, the 25th inst., at 5.00 P.M.
For Swatow, Amoy, and Singapore.—Per *Tong Shan*, to-day, the 25th inst., at 5.00 P.M.
For Saigon.—Per *Pollux*, to-day, the 25th inst., at 5.00 P.M.
For Singapore.—Per *Polyhymnia*, on Monday, the 27th inst., at 11.30 A.M.
For Haifong.—Per *Haiphong*, on Monday, the 27th inst., at 2.30 P.M.
For Straits and Calcutta.—Per *A. Apcar*, on Tuesday, the 28th inst., at 11.30 A.M.
For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Thursday, the 30th inst., at 5.00 P.M.
For Straits, and Bombay.—Per *Venetia*, on Friday, the 31st inst., at 11.30 A.M.

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. |15

THE MAN ON INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG
CAPITAL (SUBSCRIBED), $1,000,000.
BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.
The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. |2037

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
ESTABLISHED 1870.
HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	700,000
CLAIMS PAID	759,000
BONUSES PAID	430,000

RISKS accepted at CURRENT RATES OF PREMIA.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 18th April, 1890. |852

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.
Agents.
Hongkong 16th July, 1887. |84

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.
RUSSELL & Co.
Hongkong, 2nd May, 1889. |1078

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $100,000, on first-class risks at current rates.
DUNN, MELBYE & Co.
Hongkong, 16th February, 1889. |17

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.
THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. |235

SOUTH BRITISH FIRE & MARINE INSURANCE COMPANY OF NEW ZEALAND.
PAID-UP CAPITAL AND RESERVES ... £310,000
The Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.
Current rates and a guaranteed Bonus equal to that paid by the local Offices.
GEORGE R. STEVENS & Co.,
Agents,
6, Queen's Road, Hongkong.
Hongkong, 11th February, 1890. |399

PHŒNIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. |16

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.
THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
REUTER, BROCKELMANN & Co.
Hongkong, 1st July, 1889. |752

A HIDDEN FOE.

A STORY OF LOVE AND MYSTERY.

BY G. A. HENTY,

AUTHOR OF "THE CURSE OF CARNE'S HOLD," "GABRIEL ALLEN, M.P.," &c., &c.

[*Now First Published.*]

CHAPTER XVI.

Not until daylight broke did Constance Corbyn close an eye. She had been looking forward to her triumph, to the discomfiture of her enemy, to overwhelming him with scorn and contempt. Everything succeeded according to her expectations; she had taken him completely by surprise, one by one she had formulated her charges, and had told him that she regarded him as the meanest villain on earth. What had been the result? He had told her that her charges were false, false from first to last. He had denied that he was aware of her identity, or that he even knew she was on board. He had declared, too, that Constance Corbyn was the last woman in the world he would marry.

Could all this be true, or was it but a piece of acting in keeping with all she previously thought of him? She tried to persuade herself that it was so, but failed altogether. As he had spoken, an absolute conviction had seized her that he was speaking the truth, and that there had been some terrible mistake. "The happiness of my life has been at stake, and I have lost." Surely he could not have been lying, for taken by surprise as he must have been, accused of treachery, of a crime, of deceit and baseness—and this at a moment when he must have expected a favourable reply to the words of love he had spoken—was it possible he could have rallied so soon, and while congratulating her upon her victory, have crushed her beneath a feeling that she had committed a terrible error, an error which involved her happiness as well as his.

Then her thoughts turned to the words, had he known that Constance Corbyn was on board the ship, he would have shunned her as the pest; she was the last of all women in the world he would marry.

"What does he mean? what can he mean?" she repeated to herself scores of times. "What have I done that he should speak so of me? Does he think me so unmaidenly for thus coming forward to struggle for my rights, for thus striving to clear the memory of my dead mother?" And thus the long hours of the night passed, until exhaustion at last closed her eyes.

She did not wake until nearly noon. Annette was sitting beside her, working, with a look of grave concern in her face. The events of the past evening came in a rush upon the girl.

"What is it, *ma petite*? what has happened? tell your old nurse."

Constance held out her arms. Annette threw herself on her knees beside the berth and took her in her arms, and as the girl burst into a passion of tears soothed and caressed her, as she had done in the troubles of her childhood.

"Tell me all about it, dear," she said at last, as the sobs gradually ceased. "It is about Mr. Brown, that goes without saying. Tell me all, Constance; you know I am never hard with you. Have you made a mistake, have you found out that you deceived yourself when you said that you did not care for him?"

"I will tell you, Annette. You must know that I found out the first hour after we came on board that this Mr. Brown was Philip Clitheroe."

"Are you losing your senses, *ma petite*?" Annette exclaimed, in more anxiety than surprise.

"I did not tell you," Constance went on, without heeding the interruption, "because I knew that you would not approve of my plan, that you would keep him at a distance, and that he would soon see that we knew him." Then she went on to tell all particulars, how she knew him by sight, how she had played her part throughout, and how, when Philip Clitheroe had told her of his love she had poured out her indignation and scorn upon him.

"And you did rightly," Annette said earnestly. "I see not that you have anything to reproach yourself with. This coquin deserved all that you said to him. I would have said as much and more had I known who he was."

"Yes, Annette, but I was wrong all the time. He did not know me, he had no idea that Miss Corbyn was on board."

"Bah!" Annette said, with disdain, "you believe that story? I thought you wiser, child. Of course a knave will lie when he is found out."

"I will tell you what he said, nurse, and you shall judge for yourself," and she repeated without the change of a word what Philip Clitheroe had said, for every word seemed burnt into her brain.

"Well, we shall see, child," Annette said, "but do not fret over it. The matter will come right in time, these things always come right in time, and you see he acknowledged that it was natural you should have thought as you did. He will see that you are not to blame in the matter, and will have no harsh feelings towards you. If what he says is true he may be a worthy and honourable gentleman."

Constance shook her head. "If I have wronged him I have wronged him beyond forgiveness," she said. "I have fooled him and led him on and then spurned him. I have called him a traitor, a thief, and a mean villain. Let us say no more about it, it is done, and it is irremediable."

Annette was too wise to attempt to argue, but she had her own opinions. She had in the course of her life seen many quarrels between young men and young women, and knew that if they cared for each other the quarrels were generally made up in the end. That Philip Clitheroe did care for Constance she had been convinced after the first week of their voyage. As to the girl's feelings she had been altogether at fault, but she thought it probable that whatever Constance might have previously thought of him, her strong conviction that she had treated him with cruel injustice would tell immensely in his favour. Annette had been too wise a woman ever to hint to Constance that she thought the possession of the Corbyn estates could be far better settled by an arrangement between the claimants than in a law court; but the idea had often occurred to her, and it now seemed to her more than ever that this would be the satisfactory conclusion of the affair.

Constance did not leave her cabin until the evening, but she insisted upon Annette going up on deck for a time to enjoy the fresh air.

A few minutes after she had taken her seat Philip Clitheroe came up, and lifting his hat, as usual, said, "May I say a word to you, madame?" and then sat down in the chair beside her.

"You will have heard what happened between me and Miss Corbyn last night," he went on. "I do not wish to discuss it, and I speak at present merely for her sake. You know how people gossip on board a steamer. It has doubtless been noticed and commented upon that I have been a good deal in company with you and her. If it is observed that we no longer speak, it will be coupled with her sudden illness yesterday evening, and will be made the subject of talk and conjecture. Had it not been for her illness I should have naturally abstained from addressing you or her. People would have said that I had proposed and had been rejected and that I had taken it to heart and was sulking. That would not have mattered at all, but her illness might give rise to other conjectures, and blame might fall upon her. Therefore, I propose, with your permission and hers, that for the short time we shall remain on board together, our intercourse should not be entirely broken off, and that at least I should render to you the ordinary civilities of a gentleman to two ladies of his acquaintance. Have I your permission to do this?"

"Certainly, monsieur, and I thank you," Madame Duport said. "Constance looks very ill, and it will seem natural that she should not wish to talk as before. What you propose will save her from painful comment, and I thank you."

Philip sat talking for a few minutes in a cold and constrained voice upon different subjects, and then left her, and a few minutes later Annette got up and again went down to the cabin. Constance shivered when she heard the arrangement that had been made.

"I do not like it, Annette. I do not care what people might think and say. Anything would be better than having to speak to him."

"It is for the best, my dear," Annette said, decidedly. "You must not be talked about; anything is better than that. It is not for long, and you will have but little to say to him. You look so ill, it will be easily understood that you need quiet and rest, and are unfit for conversation. It is in all respects the best, and whatever be the truth as to this strange affair, Mr. Clitheroe is behaving like a thoughtful gentleman in his proposal."

When Constance came up in the evening with Annette, Philip Clitheroe met them as usual at the top of the companion, took the shawls Annette had brought up, walked beside them to their chairs and seated them, and as other passengers came up to inquire how Constance felt, gravely expressed his hope that she was better. Annette answered for her.

"My niece is better, but as you may see, she is still weak and unfit to talk. I fear she will be some time before she is herself again."

The wan face of the girl spoke for itself. Even in the twilight the pallor of her face and the dark rings round her eyes were unmistakable signs of the truth of what Annette said. She was evidently absolutely unfit for conversation, and the change that the twenty-four hours had made in her appearance was so startling that the voices were hushed, and all drew off silently, leaving Annette and Constance to themselves. In half-an-hour Philip returned.

"I think, Madame Renan, that we are going to have a change of weather," he said, quietly. "There is a dullness about the sky, and you see there are no stars visible and the moon is rising red and dull. We have been very fortunate so far, but I think that we are likely to have a storm before long. There is an oily look on the water, and I heard the first mate tell the chief engineer just now that the glass was falling rapidly."

"Oh, I hope we shall not have a storm," Annette said. "I hate storms. I think we will go below now; will you please give my niece your arm."

Constance uttered a little exclamation of objection, but Philip paid no attention to it. He gravely held out his hand to help her to her feet.

Constance felt so weak that she was forced to avail herself of his arm. Annette collected the shawls hastily, and moved after them. "Thank you," she said, when she reached the top of the companion. "I will help my niece down. Will you kindly bring the shawls?"

He left them at the door of the cabin.

"I will not go up any more," Constance said, as she threw herself down on her berth. "I will not leave the cabin again until we reach Melbourne."

The weather had changed still farther before morning; the wind had got up, although it could not as yet be said to be blowing hard, and the sea had begun to rise and the air was thick and hazy.

"What do you think of it?" Philip Clitheroe asked the second officer, who had come off duty at eight bells.

"Don't quite know what to think of it," he replied. "The glass has been going down since yesterday, but slowly, not like the sudden drop that generally is before bad weather in these seas. No doubt we are going to have some wind, how much I cannot say, but I don't think it will be anything of a gale. It is a queer looking sky, too, for these parts. One expects thick weather in the Atlantic, but one doesn't often get it here, and it is getting thicker, too."

During the day the wind increased steadily and was blowing half a gale by nightfall. The weather was still thick, but was patchy, at times clearing up so that the sky could be seen overhead, while five minutes afterwards clouds of vapour seemed to sweep down and they could scarce see a ship's length around them. To the passengers the change was not an unpleasant one after the long spell of fine weather and cloudless skies they had been having. The motion of the vessel was not too great to prevent walking on deck, and the question whether the wind would increase to a gale afforded a topic of conversation and argument very welcome in the monotony of a sea voyage.

Constance Corbyn had not left her cabin all day. Madame Duport came out at meal times and reported that her niece did not seem to be able to shake off the effects of her fainting fit. She had a headache, and the ship's doctor, who had seen her that morning, had said that she had best keep quiet for a day or two. No doubt she felt the heat and was low and nervous. In a few days they would get cooler weather, which would set her up again. There was nothing to be at all uneasy about.

If not uneasy, Philip Clitheroe had been worried and uncomfortable during the forty-eight hours that had elapsed since he had spoken to Constance. The first night he had not gone below, as sleep was out of the question, and putting on an ulster to keep out the heavy night dews, he passed the hours alternately pacing up and down the deck and leaning against the bulwark rail gazing out over the sea.

He had had a terrible blow, a blow at once to his love and to his self-respect: and his indignation was at first almost greater than his disappointment. He was conscious that he had done all that an honourable man could do. It was horrible to have been suspected of such things as those of which Constance had accused him, and which were all the harder to bear inasmuch as the words had not been spoken in an outburst of anger, but with a bitter sarcasm that had cut like a knife. But that he should have been so accused gave him but comparatively little concern. The wound that had first smarted the most was the thought that while he had hoped and thought that his love for this girl was returned, she had all the time been playing with him, that she had led him on to speak simply that she might avenge the wrong she thought he had done her by thus unmasking him. He felt the pain of this more keenly at first than that of the disappointment of his hopes, and for a time was more angry than grieved; but during the long hours of the night watch his anger died out.

Thinking it all over as he had heard the story from James Ferris, he saw it was perfectly natural that when she saw him come on board under an assumed name, she should have suspected that he it was who had been striving to prevent her from obtaining the proofs she sought. He was alone interested in doing so; he had been present with Ferris when her letters to her father were found; and she might well think that he had come upon some other document which had convinced him that her claim was a just one, and had at the same time given him such particulars as to the marriage and its witnesses as enabled him at once to take steps to thwart her.

Whom else could she suspect? James Ferris, who knew all the circumstances, admitted that he was altogether puzzled, and this girl, who did not know him, could only suspect that it was his work. When therefore she saw him on board, she could not but conclude that his object was either to forestall her in her search in Australia, as she believed he had done in that at home, or to protect himself by securing her hand. In that case the course she had taken was a natural one, and she had led him on to discover his object only to humiliate and shame him by telling him he had been acting a part all along and how base a thing he was.

She was not to be blamed. Here was she, without a friend in the world, save this good old nurse of hers, coming alone and unaided to England to prove what she believed to be her rights, and finding herself met with the foulest manoeuvres, her footsteps dogged, the precious register, which would have cleared her mother's name and proved her rights, foully abstracted; what thought could she entertain of him whom she had good reason to believe her secret enemy but hatred and contempt? It must have been hard for her to play her part so well, when at heart she must have loathed him.

Her sudden breakdown when it was over showed how great the strain had been. Well, she would know in time that she had been mistaken. When she got the letter from Ferris, who would he supposed send it through his friend, Harbut, she would see that he could not have been acting as she had accused him of doing. Not that it would make any difference to him; he should never see her again, for if the crime of which she had charged him was not his, it was his mother's, done for his sake, and would stand like a wall between them—a barrier that nothing could overcome. What a fatality that he should have embarked in the same ship! How did it come about?

Then he thought over his conversation with Ferris, and remembered that when he had said that he had not made up his mind whether to go to the Colonies or the United States, Ferris had at once suggested Australia, and said that a steamer would sail in a couple of days, and that he himself had adopted the idea because the search for Morson would give him an object on first landing. Yes; it was entirely Jim's doing, and now he thought of it, it was like y—nay, it was almost certain—that he must at the time have known that his cousin would be on board that ship, and that they would come together. Ferris could not have known that Constance knew him by sight, and could but have had one object in thus throwing them together.

He had told him what a charming girl this cousin of his was and might well have thought that he would fall in love with her and that a pleasant solution of the difficulty might be arrived at. Jim knew nothing of this other terrible business, and such an ending to the affair would have seemed to him the most desirable that could be arrived at.

"As far as I was concerned, his idea—for I have no doubt than it was his idea—turned out a correct one; but instead of bringing me, as he expected, safe into port, it has been the finishing blow to me. I should have forgot the other business in time; in fact, I seemed to have done so already. Thinking I had set matters right before I sailed, and that Constance would be at once placed in possession of the Court, and that the injury could thus be atoned for. I had put it aside and thought of nothing else but this girl. I suppose I shall get over this too in time, but it is hard to think that she will always despise me. She will know when she gets Jim's letter that I had no thought of keeping her out of her rights, but she will always think I came on board this ship with the intention of making love to her before she knew that her claim to Corbyn Court was acknowledged. I denied it to her yesterday, but she will never believe my denial, and my statement that Constance Corbyn was the last woman in the world I would marry will seem to her a pitiable lie coined to meet the occasion, for she will never know that my mother's crime stands between us."

Philip was not surprised when next day Constance did not leave her cabin. "She doesn't mean to see me again," he said. "I could feel how she shrank from me last night, how her hand trembled with indignation when she put it on my arm. I dare say she is really unwell: it has been enough to make her, poor child. It must be an awful time for her, thinking that I was playing a part all the time, and smiling and being pleasant, and hiding her knowledge and fooling me to the top of my bent, while she loathed me like poison. I am a most unfortunate beggar, there is no doubt. Well, I will have one more pipe and turn in," he said, as he paced the deck restlessly late that evening. "It is of no use thinking and worrying any more. I did not sleep many hours last night, and none at all the night before, so I hope I shall go off to-night as soon as I turn in. It is no use crying over spilt milk, and I have got health and strength and means to give me a new start and a reserve to fall back upon if I fail. I have made a mull of it so far and I have got to set my teeth hard and begin afresh. There is no going back to Clitheroe now with her at Corbyn Castle, so I have got to make up my mind to build up a new home in Australia and stick to it. I shall be better off than men who can never get over their hankerings to be in the old country again. Hello! What's that?"

There was a shout from the look-out on the bow of "Ship a-head," followed instantaneously by the order from the officer on the bridge, "Hard a-port, hard a-port for your life," and the sharp ring of the engine bell.

In a moment Philip sprang up on to the forecastle and looked ahead. Looming through the mist, about a cable's length away, was a ship in the act of crossing the steamer's bows, and he saw at once that a collision was inevitable. It was too late for the rudder to affect the steamer's course, and she must strike the vessel somewhere amidships.

Another ten seconds and the crash would come, and to avoid the wreck of falling spars Philip sprang down from the fo'castle again, as did the man on the look-out. He ran a few yards and then grasped the rail to steady himself for the shock. He had scarcely done so when there was a terrible crash. The great steamer shook from stem to stern, there was a sound of crashing timber and falling spars, and then a momentary silence, for the screw had ceased to revolve the moment the blow was given; shouts and screams then rose under her bow, while a confusion of noises broke out on board the steamer. The sailors poured out from the fo'castle just as they had sprung from their berths, the watch came running forward, and screams were heard from below.

Then came a stern shout from the officer on the bridge: "Silence below there. All hands to your stations at the boats; see that they are ready to be cleared away and lowered at once. We shall have to save those on board the ship we have run into. Quartermaster, go to the bow and see, if you can, whether we have sustained any damage."

There was a moment's pause, and then came the order: "Lower down the two lifeboats. Steady my lads, but as quick as you can; she is going. Ah, good Heavens, she has gone!"

It was but half a minute since the collision had taken place, but the captain and other officers had already appeared on deck, having only stopped, as they leapt from their berths, to pull on their trousers.

"Mr. Thompson, do you take command of the port lifeboat; do you take command of the starboard boat, Mr. Green," the captain ordered. "Do you say that she has gone down, Mr. Hawkins?"

"Yes, sir; she had but just cleared us when she went down; we must have cut her nearly in half. We did not catch sight of her through the mist until we were our own length off. I stopped the engines at once and ordered 'Hard astern,' but our way could scarcely have been checked when we struck her."

"What was she?"

"She was a barque, sir, of seven or eight hundred tons I should say."

"Are we much damaged?"

"I cannot say, sir; I have sent the quartermaster forward to examine her."

"I will go and have a look for myself," the captain said.

Just at this moment the quartermaster hailed the officer on watch: "Her stem is badly bent, sir, and some of the plates have started."

"I will take the command, Mr. Hawkins; do you get a gang at once, and open the fore hatchway and see if the collision bulkhead is all right. Take the carpenter down with you and get some spars and see that it is wedged up and strengthened as much as you can. Quartermaster send and get some blue lights and light up so that the boats can keep us in sight. Any of the stewards there?"

"Yes, sir," several voices exclaimed.

"Well, just go below and tell the passengers that there is no immediate danger. I hope no danger at all. Tell them to dress themselves, and if possible to stop that screaming and hubbub."

Taking a blue light from the quartermaster's hand as soon as he came up, the captain lit it and went to the bow, and holding it over his head leant over the rail to examine the injury. "Bo'swain," he shouted as he handed the blue light to the quartermaster, "get a sail up at once. We must stretch it over the bows. There is no stopping the leak but it may ease the pressure on the bulkhead."

"Now, gentlemen," he said as he went aft and met several of the male passengers who had hurried up half dressed, "I must trouble you all either to go below or to keep well aft. You will only be in the way forward and can be of no assistance. Tell everyone to dress quietly in warm clothes and to gather any valuables they may have in a small bundle. There is no immediate danger but there is nothing like everyone being prepared."

The passengers retired aft and Philip descended to the second-class cabin. The other male passengers had run up on deck, the two ladies' maids had gone aft to the main saloon. Philip went to Madame Duport's cabin and knocked.

"Are you dressed, madame?" he asked.

The door opened and Annette came out wrapped up in shawls.

"What is the matter, Mr. Clitheroe?" Annette asked. "We felt a terrible shock, but have heard nothing since, but from the running about on deck we are sure something has happened. The steward came and said something, but there was such a noise of shouting and screaming from some of the passengers that we could not hear what it was."

"We have been in collision with a large ship, and have, I am sorry to say, sunk her. Two of the boats are away trying to pick up some of her crew. We have stove in our bows, but it is hoped that the bulkhead will hold. But it is well to take all precautions. There is no occasion for haste, but I should advise you to dress comfortably in the clothes which would be most suitable for a long voyage in a boat. Each take a small bundle or bag with such things as are most absolutely requisite, and should we be obliged to take to the boats, which I sincerely trust will not be the case, put on as many shawls and cloaks as you can; you will find them very useful. You can do all this quietly and without haste. I will come down from time to time to let you know how things are going on."

"Thank you," Annette said, quietly; "we will take your advice, Mr. Clitheroe."

The young man hesitated for a moment as if he wanted to say more, then turned and went to his own cabin. He opened his portmanteau, put on a flannel shirt instead of that he was wearing, placed a pocket-book with some letters and papers in his pocket, put on a pea-jacket over his velveteen coat, and strapped up a bundle of rugs.

"Let me see, is there anything else that I may want? Ah, yes; this may be most useful of all," and he took out a revolver from the portmanteau, dropped it into one pocket and a box of cartridges into another. He chose a long clasp knife from the articles he had been persuaded to buy at the outfitters, and a large flask which he had filled with brandy. He took off his coats and slung this by its strap over his shoulder, and then put on his coats again. "That may be a last resource," he muttered, "and I had best keep it hidden. That is about all, I think. Oh, I will add those two waterproof cloaks to the bundle; all the rest must go." Having thus made his preparations, he went up on deck just as he heard the engines again in rotation. The boats had returned, and the crews were hoisting them up to the davits.

"Have you found anyone?" he asked one of the men.

"Not a sign of one. We found some pieces of wreckage, but not a soul."

Philip was not surprised. The catastrophe had been so sudden that no one below would have time to get up on deck, and those on the watch had doubtless been carried down with the sinking ship.

The steamer was rolling heavily in the trough of the waves. Looking over the side he saw by the white foam that the engines were reversed and the vessel going astern.

A great spout of water was pouring from her side.

"They are using the circulating pumps to keep down the water," he said to himself. "I am afraid there is no doubt that the bulk-head has given way to some extent. It is a bad look-out, especially in such weather as I am afraid we are going to have."

Presently one of the engineers, with whom he often chatted, came on deck.

"So you have set the main engine to pump, I see."

"Yes, she is taking in water fast through that bulkhead, or else, as is more likely, after such a smash some of the plates have opened aft of it. It is nearly up to the stoke-hole gratings already. I am afraid it is all up with the *Aden*. Fortunately we are not a very full ship, and the boats will carry us well enough. See, they are making preparations already."

As he spoke some of the stewards came along carrying cases and barrels, which they placed in the boat abreast of where they were standing. The second officer came hurrying along.

"Can I be of any use?" Philip asked.

"Yes, the captain has just called for volunteers to help to get up stores."

Philip ran down below and again knocked at Madame Duport's cabin.

"I don't wish to alarm you," he said, as Madame Duport and Constance both came to the door, "there is no immediate danger whatever, but the water is coming in, and I fear that we shall certainly have to take to the boats, though I hope not for some hours. I am now going to help to get up provisions, so may not be able to come again for some little time. There is sure to be ample warning before we take to the boats. Would you not rather go aft to the saloon; you will find all the other ladies there."

"I think we would rather stay where we are," Madame Duport said. "What do you say, Constance?"

"Yes, I think we may as well remain here," Constance agreed. "We are as safe in one place as in another, Mr Clitheroe," she said, moving past Annette, "I may not get an opportunity of speaking to you again, we may not be in the same boat, we may neither of us ever reach land. I wish to tell you that I believe all that you said to me the other evening, that I am sure you have acted as an honourable gentleman; and I regret—oh I so deeply—that I should have thought you otherwise. Can you forgive what I said to you? Remember," she went on pleadingly, as he was silent for a moment, "that I am but a girl, that I may be soon going to face death, and that it will be so hard to die knowing that I have so cruelly wronged you."

"I forgive heartily and wholly, cousin Constance," he said, talking both her hands, "if there be anything to forgive. You have been cruelly wronged, and though—as God hears me—it was not I who wronged you, it was natural you should have thought so, and that thinking so you should have spoken as you did. I have not blamed you for a moment, for in your place I should have acted precisely as you did. God bless you, little cousin. I trust that there are happy days in store for you yet;" and stooping down he kissed the girl's forehead, and then, dropping her hands, hurried off, and was soon engaged with a number of other passengers in carrying up stores and in placing them in boats, under the directions of the second officer, the other officers being at work forward with the crew, endeavouring by means of piled up bedding and blankets to stop the in-rush of the water.

It took some hours' hard work to get all the casks and boxes required sorted out from the mass below, taken up on deck, and stowed away in the boats; and the morning was breaking before the work was completed. Hot coffee, grog, and biscuits, were handed round when the work was done, and Philip took two mugs of the coffee and some biscuits, and carried them forward.

"I think that we shall not be long before we take our places in the boats," he said, when the ladies came out, in his usual cheerful voice, "and you must make as good a meal as you can before you are called up. Then, I think you had better go aft to the saloon so as to embark with the other ladies."

Constance looked at Madame Duport, who said "Do all the ladies go in one boat together?"

"As a rule in case of hurry," he said, "the women always embark first; but I should think here they will be told off between the larger boats so that their husbands and sons can be in the same boats with them."

"We hope that you will be in the boat with us, Mr. Clitheroe. It would be a great comfort to us to be with some one we know. Besides, as you are Constance's cousin, you are her natural protector."

"I shall certainly try to go in the same boat with you. I will go aft and see what arrangements have been made that way."

"We will wait here until you come back anyhow," Annette said.

He returned in a few minutes saying that the lists had been made up, and that the four female second cabin passengers were told off to the boat hanging on the starboard side opposite the door leading down to their cabin.

"I was in the boat on the other side," he said, "but I have just spoken to Davis, one of our fellow passengers who was in your boat, and have got him to change places. Of course it made no difference to him, so he will answer to my name when it is called and I shall answer to his. These two boats are nothing like so large as many of the others, but I think you will be quite as comfortable in them, as there being so few women we can manage to make more room for you than would be possible in the larger ones. The second engineer is in charge of the boat. He is a very good fellow, and will, I am sure, do everything to make you comfortable."

A short time afterwards the bell rang sharply, as a signal for the passengers to come up and take their places. The ship was already very low in the water, the fires in the engine room had long before been extinguished, and the pumps had ceased to work. Everything was conducted in perfect order. The officer in charge of each boat called out the names of those who were to take their places in her, and one by one the boats were lowered without misadventure.

That in which Philip Clitheroe and two other cabin passengers, with the four women, took their seats was manned by six Lascar sailors and eight stokers, the latter being Africans from the Coromandel coast, known on board the steamers as Seedy Boys.

The boat rowed eight oars, the six men not required taking their seats on the floor of the boat. The second engineer took the helm.

Annette and Constance sat down on one side of him, and the other two women on the other, the male passengers on the bench next to them, Philip being next to Annette. The work of lowering was safely accomplished. The vessel was now so deep in the water that her act of rolling was dull and heavy, and the boat was lowered without difficulty and the falls safely cast off. The waves, now that those in the boat were so near the surface of the water, looked alarmingly high.

"There is not the least fear unless we get it a great deal worse than this," the engineer said. "They are first-rate boats, and will live in almost any sea. This is one of the smallest of them, but I don't know that I wouldn't as lief be in her as one of the big ones, especially as being wider they are more closely packed with passengers, and have a store of provisions and water in proportion. There you see how easy she rides; not a cup full has come into her. You will soon feel quite at home in her, and think nothing of the waves. Can either of you gentlemen steer?"

"I can," Philip said. "I have been knocking about in yachts, and can manage a sailing boat fairly."

The other two passengers shook their heads.

"Then we must do watch and watch, Mr. Brown, while the wind lasts. After that anyone can steer who has got eyes in his head. What is our course? I have got it all down on paper in my pocket, but I have not had time to look at it yet. My orders are to keep as close together as we can. The captain is on board the jolly boat and will hoist a lantern at night for us to steer by. The Keeling Islands lie about three hundred miles south-east by south. The captain is going to make for them. If we are blown out of our course and cannot make them, then we shall steer for Java, but keeping as much in the ship track as possible. We are sure to be picked up before long. There, the last boat has left the ship. Thank God they have all got away safely. It is always a risky business getting boats away from a sinking craft, and it is well indeed that we had plenty of time to get everything done quietly and regularly."

While they were talking, Constance and Annette sat perfectly quiet. Constance saw at once, by the way the Lascars took their seats in the bottom of the boat to windward and made themselves as comfortable as they could, that they had no thought of immediate danger, and though the sea looked to her terrible, she supposed that this was only her inexperience, and began to look round at the other boats. One of Annette's hands grasped her arm, and each time a wave rolled up the grasp tightened.

"You must have seen worse seas than this, Annette, by a long way, among the Islands."

"Yes, I can remember some terrible storms there; but then you see I was not out in a boat in them."

"I suppose you would not call this a storm at all?" Constance said to Mr. Selden, the engineer.

"No, I should call this a fresh breeze. I fancy we shall get it a bit stronger yet, but I can assure you there is no safer craft in the world than a good open boat, well handled, and though I have not had very much to do with boats since I entered the service, I was always sailing when I was a boy. I was born at Portsmouth. My father was an engineer in the dockyard, and that is how I came to take to it; but I had two uncles who owned wherries, and until I was apprenticed to my trade I was always knocking about with them, and could handle my boat as well as they could. The first officer would have sent a quartermaster with us, but he is an old acquaintance of mine and knows that as far as handling a boat goes I am as good as any seaman."

In an hour or two the sense of danger passed off, and even the other two female passengers, who had wept copiously on first leaving the ship, partly from sheer fright, but more from the thought of their dresses and valuables that were lost to them for ever, cheered up.

"Now, Mr. Brown, I appoint you second in command, and your duties will be to take your trick at the helm. You two gentlemen I appoint joint pursers; you will have the issuing of rations. There is no means of cooking food, but under my seat there is a kettle and spirit lamp stowed away, and a quart of spirit and a canister of tea. I like a cup of tea before I turn in after my watch below, and always keep the means of making one in my cabin. Knowing there would be ladies on board, and that it might be a comfort to them, I slipped them in under here when the stores were being put on board."

"That was good of you, Mr. Selden," Constance said, gratefully. "How far do you say it is to these islands?"

"About three hundred miles."

"How long shall we be doing it?"

"Ah, that depends upon the wind. If it keeps as it is now, and we can lay our course, we shall be there in two days and a half, or thereabouts. I take it we are going about five knots through the water now."

(To be continued.)

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SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Ardgay, British str., 1,070, Cass, Oct. 21, A. G. Morris
Arratoon Apcar, British str., 1,392, J. G. Sponse, Oct. 22, David Sassoon, Sons & Co., for Calcutta
Canton, British str., 1,110, J. Sellar, Oct. 19, Jardine, Matheson & Co., for Shanghai
Cheangchow, British str., 1,218, Webb, Aug. 24, Ban Moh
Cheang Hock Kian, British str., 956, Grenfell, Aug. 20, Chinese
Cheang Hye Teng, British str., 923, Scott, Sept. 1, Chinese
City of Rio de Janeiro, Amr. str., 3548, Ward, Oct. 18, P. M. S. S. Co., for San Francisco
Deuteros, German str., 1,197, Dinse, Oct. 22, Ed. Schellhass & Co.
Diamante, British str., 514, G. Taylor, Oct. 23, Russell & Co., for Manila
Dorset, British str., 1,716, W. Daniel, Oct. 21, Mitsui Bussan Kaisha
Fatshan, British str., 1,425, J. P. Hoylard, H. C. & M. Steamboat Co., for Canton
Fidelio, German str., 852, Boersen, Sept. 19, Melchers & Co.
Fokien, British str., 509, J. Lewis, Oct. 24, Douglas Lapraik & Co., for Tamsui
General Werder, German str., 1,820, Eichel, Oct. 21, Melchers & Co., for Yokohama
Glengarry, British str., 1,955, Webster, Oct. 23, Jardine, Matheson & Co.
Haiphong, French str., 874, Ferand, Oct. 21, Messageries Maritimes, for Haiphong
Hankow, British str., 2,235, Lloyd, Butterfield & Swire, for Canton
Hanngshan, British str., 1,054, Brock, June 20, H. C. & M. Steamboat Co.
Honam, British str., 1,311, G. B. Lefavour, H. C. & M. Steamboat Co., for Canton
Kiangkwan, Chi. str., 1,040, Knights, Mar. 12, C. M. S. N. Co., for Canton
Kinkiang, British str., 1,091, W. E. Clarke, H. C. & M. Steamboat Co., for Macao
Kiungchow, British str., 238, W. S. McIver, H. C. & M. Steamboat Co.
Maria, German str., 704, Hundewadt, Oct. 24, A. R. Marty
Mount Hebron, British str., 1,663, Elliott, Aug. 19, Adamson, Bell & Co.
Nanshan, British str., 805, Blackburn, Oct. 20, Hop Hing Hong
Ningpo, German str., 762, F. Koehler, Oct. 17, Siemssen & Co., for Shanghai
Oceana, German str., 1,628, Petersen, Oct. 23, Siemssen & Co., for Yokohama
Pakshan, British str., 817, Jenkins, Oct. 12, Hop Hing Hong
Pasig, British str., 244, Chinese
Phra Chom Klao, British str., 1,011, Fowler, Oct. 10, Yuen Fat Hong, for Bangkok
Picciola, German str., 875, Ta. Nissen, Sept. 19, Melchers & Co.
Pilot Fish, British str., 117, Stopani, H. & W. Dock Co.
Pollux, German str., 598, H. Hellmers, Oct. 20, Melchers & Co.
Polyhymnia, Ger. str., 1,052, Behrens, Oct. 23, Siemssen & Co., for Hamburg
Powan, British str., 1,813, S. W. Goggin, H. C. & M. Steamboat Co., for Canton
Presto, German str., 651, J. Jessen, Oct. 24, Siemssen & Co.
Riversdale, Brit. str., 1,511, J. Mooney, Oct. 4, Mitsui Bussan Kaisha
Sungkiang, British str., 991, Oct. 12, Butterfield & Swire, for Tientsin
Taichong, German str., 828, Duhme, Sept. 27, Meyer & Co.
Thales, British str., 820, Hunter, Oct. 16, Douglas Lapraik & Co., for Foochow
Thibet, British str., 1,522, W. Brown, Oct. 12, P. & O. S. N. Co.
Tongshan, British str., 1,111, Young, Oct. 15, Kwen Tye Loong
Triton, German str., 1,348, L. Iwersen, Oct. 16, Siemssen & Co.
Triumph, German str., 674, J. Bruhn, Oct. 16, Wieler & Co.
Venetia, British str., 1,086, Creery, Oct. 22, P. & O. S. N. Co.

SAILING VESSELS.

Adam W. Spies, Amr. bk., 1,171, Field, Oct. 14, Order
Adolph, German bark, 767, Westgaard, Oct. 8, Carlowitz & Co.
Alice Marr, British bark, 381, Simpson, Oct. 24, Gilman & Co.
Altair, British bark, 399, Munro, Sept. 27, Siemssen & Co.
Annie Stafford, British bark, 1,297, Robinson, July 20, Carlowitz & Co., for New York
Charon Wattana, Siamese bark, 656, Leosin, Sept. 1, Order
Comet, German ship, 1,033, Kripper, Sept. 27, Order
Georgietta, Amr. bark, 435, Karstin, Oct. 21, Wieler & Co.
Geo. S. Homer, Amr. sh., 1,276, Dunning, July 11, Russell & Co., for New York
Hans, German sch., 120, Hansen, Dec. 2, Blackhead & Co.
Jacob E. Ridgway, Amr. ship, 1,720, A. Call, Sept. 21, W. Hewett & Co.
J. D. Bischoff, Ger. ship, 1,368, Meyer, Aug. 7, Melchers & Co., for San Francisco
Nicoya, British bark, 594, P. Johnson, Oct. 15, Master
Panshaw, British bark, 729, J. Inskay, Sept. 10, Gibb, Livingston & Co.
Sara Mercedes, Peruvian sch., 245, A. Muniatgin, July 4, Order
Sintram, Amr. ship, 1,590, Woodside, Aug. 20, Reuter, Brockelmann & Co., for N. York
St. Julien, British bark, 1,017, King, Oct. 18, Order
Tarapaca, British bark, 495, Kennett, Sept. 11, Gibb, Livingston & Co.
Thermopylae, British ship, 948, Wilson, Oct. 14, Russell & Co., for San Francisco

AMOY.

In Port on 17th October, 1890.

Jason, British str., 1,411, Towell, Oct. 17, Boyd & Co.
Namoa, British str., 808, Hogg, Oct. 17, Boyd & Co.
Pemptos, German str., 1,541, Johannsen, Oct. 17, Pasedag & Co.
Zafiro, British str., 675, A. Cobban, Oct. 17, Russell & Co.

FOOCHOW.

In Port on 17th October, 1890.

Hedvig, British bark, 376, Sodermann, Oct. 8, Master
Namoa, British str., 861, T. G. Pocock, Oct. 17, Jardine, Matheson & Co.
Newchwang, Brit. str., 590, Anderson, Oct. 16, Butterfield & Swire
Rewa, British bark, 454, McKenzie, Oct. 5, G. Siemssen

SHANGHAI.

In Port on 17th October, 1890.

Annie H. Smith, Amr. ship, 1,462, Kendall, Sept. 25, Jardine, Matheson & Co.
Caledonien, Fr. str., 2,678, Maubeuge, Oct. 16, Messageries Maritimes
Contest, British bark, 487, Walsh, Aug. 15, Nils Moller
Deucalion, British str., 1,334, Asquith, Oct. 6, Butterfield & Swire
Emma T. Crowell, Amr. ship, 1,047, Pendleton, Oct. 10, C. & J. Trading Co.
Fooksang, British str., 990, J. Hogg, Oct. 16, Jardine Matheson & Co.
Fungshun, Chinese str., 863, Wallace, Oct. 17, C. M. S. N. Co.
Haean, Chinese str., 939, Andrew, Oct. 17, C. M. S. N. Co.
Haeshin, Chinese str., 617, Wells, Oct. 17, C. M. S. N. Co.
Hongkong, Brit. str., 2,045, Watkins, Oct. 17, P. & O. S. N. Co.
Irrawaddy, French str., 2,364, Flandin, Oct. 3, Messageries Maritimes
Kwanglee, Chinese str., 1,400, Lincoln, Oct. 8, C. M. S. N. Co.
Lee-yuen, Chinese transt., 734, Morton, Oct. 7, Chinese Government
Lienshing, Brit. str., 1,018, Waddilove, Oct. 17, Jardine, Matheson & Co.
Margaret, Amr. bark, 1,112, Peterson, Sept. 19, H. Smithlane
Nancy Pendleton, Amr. sh., 1,235, Pendleton, June 30, Order
Neckar, German str., 1,869, H. Supmer, Oct. 10, Melchers & Co.
Oopack, British str., 1,780, H. Kemp, Oct. 17, C. S. M. S. N. Co.
Parthia, British str., 2,035, Panton, Oct. 17, Adamson, Bell & Co.
Robilla, British str., 2,174, F. Speck, Oct. 4, P. & O. S. N. Co.
Satsuma, British bark, 364, Swanson, Oct. 16, Morris & Co.
Sin King, British bark, 451, Jensen, Sept. 15, Nils Moller
Sinncheng, French str., 190, Vergne, Oct. 12, P. Mignard
Taku, British str., 600, Wilde, Oct. 17, Jardine, Matheson & Co.

SHIPPING IN PORT.

Thorndale, Brit. str., 1,070, Etherington, Oct. 8, Adamson, Bell & Co.
Wuchang, British str., 803, Vallack, Oct. 17, Butterfield & Swire
Yolain, Chinese str., 754, Blethen, Oct. 16, C. M. S. N. Co.

NAGASAKI.

In Port on 15th October, 1890.

Hever, German str., 335, Nielsen, Sept. 2, Holme, Ringer & Co.
Kosaki-maru, Barge, 100, Christensen, Nippon Yusen Kaisha
Nagato Maru, Jap. str., 1,160, Ekstrand, Oct. 11, Nippon Yusen Kaisha

KOBE.

In Port on 18th October, 1890.

Belle O'Brien, Amr. sh., 1,808, Hodgman, Sept. 26, H. Lucas & Co.
Champion, British ship, 1,411, Haswell, Sept. 21, C. & J. Trading Co.
Chinwo, British str., 1,556, Stainton, Oct. 16, W. M. Strachan & Co.
Daiichi-maru, Jap. str., 936, Gawgeon, Oct. 13, H. E. Hunter & Co.
Evesham Abbey, Brit. ship, 1,612, Crotty, Sept. 24, R. Isaacs & Co.
General Werder, German str., 1,820, M. Eichel, Oct. 16, H. Ahrens & Co., Nach.
Honolulu, British ship, 1,591, D. Leary, Oct. 3, H. Lucas & Co.
Kashgar, British str., 1,015, Wood, April 8, F. Upton
Rappahannock, Amr. ship, 3,035, Dickinson, Sept. 21, C. & J. Trading Co.
Sagami-maru, Jap. str., 1,168, Walter, Oct. 16, Nippon Yusen Kaisha
Tsuruga-maru, Jap. str., 742, Thompson, Oct. 15, Nippon Yusen Kaisha
Zambesi, British str., 1,540, Parsons, July 7, F. Upton

YOKOHAMA.

In Port on 11th October, 1890.

Abyssinia, Brit. str., 2,300, Geo. A. Lee, Oct. 11, Frazar & Co.
Caledonien, Fr. str., 2,179, Maubeuge, Oct. 5, Messageries Maritimes
Diana, Amr. sch., 75, Peterson, Sept. 15, Order
Esmeralda, British sch., 143, Harrison, July 4, Jardine, Matheson & Co.
Kara, British str., 1,597, De Ath, Oct. 7, Samuel Samuel & Co.
Laguda, Amr. bark, 350, T. Lake, Aug. 5, Order
Meiji Maru, Japanese str., 1,010, Allen, Sept. 30, Lighthouse Department
Norma, British sch., 55, Johnson, July 6, Captain
Queen Margaret, Br. str., 1,782, Wilson, Oct. 11, Adamson, Bell & Co.
Yokohama Maru, Jap. str., 2,305, Swain, Oct. 11, Nippon Yusen Kaisha

MANILA.

In Port on 16th October, 1890.

Bengloe, British str., 1,153, Farquhar, Oct. 7, Smith, Bell & Co.
Canton, British str., 1,176, W. Park, Sept. 6, F. Richardson & Co.
Chusan, German str., 633, W. Wendt, Oct. 18, Ong apia
Crecco, British ship, 1,397, Doyle, Sept. 9, W. F. Stevenson & Co.
Espana, Spanish str., 594, Zavala, Oct. 10, F. L. Roxas
Foyle, British str., 710, Croke, Oct. 13, W. F. Stevenson & Co.
Galatea, British bark, 1,178, Carter, Sept. 22, F. Richardson & Co.
Glenfruin, British str., 1,735, Norman, Sept. 29, Smith, Bell & Co.
Guthrie, British str., 2,338, Oct. 7
Highfield, British str., 1,665, Casson, Sept. 19, Macleod & Co.
Ingraban, German str., 894, Massmann, Oct. 19, Yago Pico
Isla de Luzon, Span. str., 2,580, Genis, Sept. 20, Compania General
John D. Brewer, Amr. bark, 936, Josselyn, July 9, Smith, Bell & Co.
Kirklands, British str., 1,168, Sutherland, Sept. 13, Ker & Co.
Malvern, British str., 1,628, Kirton, Sept. 17, Ker & Co.
Nuestra Sra. de Loreto, Span. str., 535, Ajubita, Oct. 18, B. H. Tan Anco
Penshaw, British bark, 1,929, Inskay, Oct. 14, W. F. Stevenson & Co.
Spartan, Amr. bark, 712, Anderson, Aug. 4, W. F. Stevenson & Co.
Troop, British ship, 1,295, Trits, Sept. 22, F. Richardson & Co.

BANGKOK.

In Port on 11th October, 1890.

Anna, Norw. bark, 530, Olsen, Aug. 29, Shaw & Chalant
August Tellefsen, Norw. bark, 738, Hansen, Aug. 29, Order
Carl Bech, German bark, 528, Voss, Sept. 15, Burmah Trading Co., Limited
Circassia, Norw. bark, 467, Hansen, Oct. 4, Clarke & Co.
Gulda, Norw. bark, 518, Tonnesen, Oct. 6, Shaw & Chalant
Jafet, Austrian bark, 790, Sabor, Aug. 24, Clarke & Co.
Prima, British bark, 503, A. W. Holm, Sept. 13, Clarke & Co.
Queen of England, Siamese bark, 512, Spencer, Aug. 5, P. O. S.
Savoia, Italian ship, 1,303, Giffredi, Sept. 30, Borneo Co., Limited
Volocitra, Italian bark, 787, Guerello, Aug. 31, Clarke & Co.

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Esk, double-screw gunboat, 3 guns, 310 h.p., in reserve, at Hongkong
Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut.-Com. Denison, at Yokohama
Hyacinth, cruiser, 9 guns, 1,190 h.p., Capt. R. W. Craigie, at Yokohama
Imperieuse, dis. cruiser, 10 guns, 10,000 h.p., Capt. Wm. H. May, at Yokohama
Leander, cruiser, 10 guns, 5,000 h.p., Capt. Burges Watson, at Yokohama
Linnet, gunboat, 5 guns, 1,050 h.p., Com. P. R. Smythes, at Shanghai
Mercury, corvette, 13 guns, 7,390 h.p., Capt. Balfour, at Hongkong
Mutine, composite sloop, 10 guns, 1,120 h.p., Com. J. H. Martin, at Hongkong
Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Hewett, at Yokohama
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Rason, at Yokohama
Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. R. W. White, at Singapore
Rambler, s-bt., Capt. L. S. Dawson, at sea
Rattler, composite g-bt., 6 guns, 1,200 h.p., Lieut.-Com. J. G. Hough, at Hongkong
Redpole, gunboat, 9 guns, 1,200 h.p., Lieut.-Com. Freeman, at Hongkong
Severn, cruiser, 12 guns, 6,000 h.p., Capt. W. H. Hall, at Yokohama
Solent, torpedo mining launch, at Hongkong
Swift, double-screw g.-v., 2 guns, 1,010 h.p., Com. Hon. R. Bingham, at Hongkong
Tweed, double-screw gun-vessel, 3 guns, 310 h.p., in reserve, at Hongkong
Victor Emanuel, receiving ship, 20 guns, Commodore E. J. Church, at Hongkong
Wanderer, composite sloop, 3 guns, 750 h.p., Com. G. A. Giffard, at sea
Wivern, turret ironclad, 4, 1,450, in reserve, at Hongkong.

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